

CHINA

THE



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXIII. No. 4861. 號三十月六年七十七百八千一英

HONGKONG, SATURDAY, JUNE 23, 1877.

日三十月五年丑丁

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GORON, Ltd., 4, Old Bailey. E. C. BATES, HENDY & Co., 4, Old Bailey. E. C. SAMUEL DRAGON & Co., 150 & 154, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

CHINA.—SWATOW, QUELON & CAMPBELL, Amoy, WILSON, NICHOLS & Co., Foochow, HEDON & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WATSON, Manila, C. HAINES & Co., Macao, L. A. DA GRAGA.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 500,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. HOFFMANN, Esq.
Deputy Chairman—F. D. SASSOON, Esq.
E. R. BEILSON, Esq. WILHELM REINHOLD, Esq.
W. E. FORBES, Esq. ED. TOBIN, Esq.
H. W. KESWICK, Esq.
A. MEYER, Esq.

CHIEF MANAGERS.

Hongkong, . . . THOMAS JACKSON, Esq. Manager.
Shanghai, . . . EYEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balances.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, March 29, 1876.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL, £200,000.
RESERVE FUND, £110,000.

BANKERS.

THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH IN HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

Local Bills discounted, and interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

For Sale.

PRESENT TEA.

LANE, CRAWFORD & Co.'s OUM-SHAW MIXTURE, Season 1877, will be ready for delivery about 1st July.

Price, delivered free in any part of the United Kingdom, per 10 catty Box, \$14; per 5 catty Box, \$8.

Early application is requested.

Hongkong, June 14, 1877.

LANE, CRAWFORD & Co. having been Appointed SOLE AGENTS in HONGKONG for the well-known Firm of Messrs M. B. FORSTER & SONS, (CHIEF AGENTS in ENGLAND for Messrs BASS & Co.), are prepared to Supply ALE and STOUT of their Bottling at \$8 per Case of 8 doz. quarts, and \$10.50 per Case of 6 doz. pints.

The Superior Quality of this BEER is undoubted, and L. C. & Co. confidently recommend it.

Hongkong, May 28, 1877.

FOR SALE.

CUTLER, PALMER & Co.'s Celebrated Brands of WINES and SPIRITS. Apply to SIEMSEN & Co. Hongkong, June 23, 1877.

For Sale.

HENRIOT & Co.'s CHAMPAGNE, Carte Blanche "Dry."
TH. RODEBACH & Co.'s CHAMPAGNE, Carte Blanche.
JOHN DURAND & Co.'s CLARETS and WHITE WINES.
STAROV & KENTISH'S PORTS and SHERRIES.
MOULON & Co.'s COGNAC, 1, 2, 3 Stars.
BLANCHY FRERES & Co.'s COGNAC.
JUSTUS LEMBEKE & Co.
Hongkong, April 9, 1877.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with introduction. Royal 8vo, pp. 202.—By ERNEST JOHN EITEL, Ph.D. Tubingen.

Price: Two Dollars and a Half.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WATSON, Shanghai.

Hongkong, February 8, 1877.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from W. H. Mossor, Esq., Marshal of the Vice-Admiralty Court of Hongkong, to sell by Public Auction, on

MONDAY,

the 9th day of July, 1877, at Noon, on Board,—

The American Barkentine

"ROSINA."

Of 406 Tons Register or thereabouts, as she now lies in the Harbour of Hongkong, with Two Suits of Working SAILS, One Suit NEW SAILS, 1,500 superficial feet LUMBER, PROVISIONS, CHAINS, ANCHORS, BOATS, and all her Appurtenances.

The Vessel was Remetalled and Repaired in New York, in December, 1874, and there classed "A1", for Four Years in American Lloyd's. She was again Remetalled and Repaired at Melbourne, in November, 1876, at a Cost of about £1,000 and supplied with the New Suit of Sails referred to at a Cost of over £200, and was then certified by the Surveyor to the Merchant Shipping and Underwriters Association Limited, as being fit to Carry Dry and Perishable Cargo to any part of the World. She Carries 580 tons of Coals or 800 tons Light Cargo of 40 cubic feet, 9,000 piculs of Rice on 14 feet Draft. She is a fast Sailing Vessel, and is in Complete Order for Sea on the shortest notice.

She has Four BOW TIMBER PORTS, two in the Lower Hold 32 x 32 inches, and two in the "Tween Decks 40 x 28 inches.

For further Particulars and Inventory, apply to the Undersigned.

TERMS OF SALE.—Cash on the fall of the hammer in Mexican Dollars weighed at 7.1.7.

The Vessel to be at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG, Government Auctioneer.

Hongkong, June 18, 1877.

SPANISH CONSULATE.

TO BE SOLD BY PUBLIC AUCTION, at the Office of the Marine Department, Manila, on the 8th day of September next, at 10 o'clock A.M., the Spanish War Vessels "BERENGUELA" and "QUIRO" (declared by the Government "useless for further service").

Conditions of Sale, Inventory, Form of Tender, and all other Particulars respecting the above, can be obtained at the Office of this Consulate.

The upset Prices of the Vessels will be for the

Frigate "BERENGUELA" ... \$20,000.00
Corvette "QUIRO" ... \$ 5,278.27

and no offer will be received which does not exceed these amounts.

A. FARAUO, Consul for Spain.

Hongkong, June 12, 1877.

Notices of Firms.

NOTICE.

MR. WILHELM CARL ENGEL-BRECHT von PUSTAU, Junior, and Mr. CONRAD MUNROE DONNER, have been admitted Partners in our Firm from the First of January, 1877.

WM. PUSTAU & Co.,
Hongkong, Canton, Shanghai.

Hongkong, April 16, 1877.

VICTORIA DISPENSARY.

ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Undersigned.

WM. CRUIKSHANK, Manager.

Hongkong, November 21, 1876.

Notices of Firms.

NOTICE.

FROM This Date Mr. EDWARD SHEPPARD and Mr. M. W. GRIGG, are authorized to Sign the name of our Firm per Procuration at Foochow, and Mr. F. F. ELWELL at Amoy.

RUSSELL & Co.
China, June 1, 1877.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

NOTICE.

MESSRS DEACON & Co. are authorized to Receive Applications for Freight and to Sign through Bills of Lading for Cargo from Canton to Europe, to be transhipped to this Company's Steamers at Hongkong.

ADAM LIND, Superintendent.

Hongkong, June 18, 1877.

NOTICE.

MR. EDWARD BURNIE will Conduct the BUSINESS of my Office, during my Temporary Absence from the Colony.

R. H. CAIRNS, Surveyor to Local Offices, and Lloyd's Register of Shipping.

2, Club Chambers, Hongkong, March 17, 1877.

NOTICE.

THE Undersigned has been Appointed AGENT at this Port for THE POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY (LIMITED).

W. H. NOTLEY.

Hongkong, June 6, 1877.

Intimations.

KWONG HING CHEUNG & Co., COAL MERCHANTS.

Have always on hand for Sale every description of COAL at Moderate Prices. Mr. ANTON has been appointed Manager, and all Orders addressed to him at 67, Praya, or to Mr. FAR JACK, at 30, Hing Lung Street, will receive immediate attention.

Hongkong, March 19, 1877.

A THOROUGH CORRESPONDENT AND ARITHMETICIAN Desires an ENGAGEMENT.

"Activity," care of this Office.

Hongkong, May 26, 1877.

NOTICE.

THE Undersigned regret to inform their Customers, that in consequence of the VERY GREAT ADVANCE in the PRICE OF FLOUR, they will be compelled to RAISE the Price of their First Quality BREAD One Cent per Pound, Commencing from the 1st July, 1877.

HONGKONG AND CHINA BAKERY CO., LIMITED.

LANE, CRAWFORD & Co., General Managers.

DORABJEE NOWROJEE.

Hongkong, June 21, 1877.

CONSULAT DE FRANCE A HONGKONG.

THE OFFICES of the FRENCH CONSULATE have temporarily been REMOVED to No. 2, CLUB CHAMBERS.

G. BOULOUZE, Acting Consul.

Hongkong, June 20, 1877.

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Office are requested to Furnish the Undersigned with a List of their Contribution for the Year ending 31st December, 1876, in order that the distribution of the New Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Agents.

Hongkong, May 1, 1877.

AFONG,

PHOTOGRAPHER,

by appointment, to
H. E. SIR ARTHUR KENNEDY, Governor of Hongkong;

and to
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

Wyndham Street, formerly ATLANTIC CLUB.

HAS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. Ex. S. S. Radnorshire a supply of very handsome Easel Albums of Russia and Velvet Covers, assorted sizes. Illuminated Albums for Portraits. Tobacco Pouches, in Shape of Skulls, Rats, &c., and a nice choice of Gift Mountings for Frames, &c.

Hongkong, March 20, 1877.

Intimations.

PIANOS, Etc.

TUNED AND REPAIRED,
BY
A. HAHN,
Care of Messrs LANE, CRAWFORD & Co.,
or
Messrs CHAS. J. GAUFF & Co.
Hongkong, June 8, 1877.

THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE.

THE Transfer BOOKS of this Company will be CLOSED from the 20th to the 30th Instant, both days inclusive.

By Order of the Board of Directors,
OLYPHANT & Co., General Agents.

Hongkong, June 11, 1877.

NOTICE.

VICTORIA RECREATION CLUB.

A 2ND SPECIAL GENERAL MEETING of the above-mentioned CLUB will be held at the BOAT HOUSE on MONDAY Next, 25th Instant, for the purpose of confirming the Resolution passed at the First Special General Meeting held on the 11th Instant.

DUDLEY C. TRAVERS, Hon. Secy., V. R. C.

Hongkong, June 19, 1877.

THE UNION MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been Appointed AGENTS of the above Company at HONGKONG and FOOSHOW, are prepared to accept Risks and Issue Policies by any First-Class Steamers, at current rates, Payable either here, in LONDON, in LIVERPOOL, or at the principal Ports of INDIA and the East.

BIRLEY & Co., Agents.

Hongkong, May 21, 1877.

DENTAL NOTICE.

ON and after the 28th of May, Dr. STOUT'S Consulting and Operating ROOMS will be on the Ground Floor of the HOTEL DE L'UNIVERS.

Hongkong, May 26, 1877.

DENTAL NOTICE.

DR. ROGERS has Returned to Hongkong, and will be ready to Receive Patients on MONDAY, June 24th.

Office, No. 7, Arbuthnot Road.

Hongkong, June 20, 1877.

Shipping.

Steamers.

FOR YOKOHAMA (DIRECT).
The Steamship "STATE OF LOUISIANA," D. O. JOHNSON, Commander, will leave for the above Port on MONDAY, the 25th Instant, at 4 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, June 22, 1877.

FOR MANILA.
The British Steamer "HOLYROOD," A. McVICKAR, Master, will be despatched for the above Port on MONDAY, the 25th Inst., at 4 p.m.

For Freight or Passage, apply to
VOGEL, HAGEDORN & Co.
Hongkong, June 20, 1877.

FOR SHANGHAI.
The German Steamship "GALATEA," R. BÜHME, Master, shortly expected from SINGAPORE, will receive immediate despatch as above.

For Freight or Passage, apply to
WM. PUSTAU & Co., Agents S. S. Galatea.

Hongkong, June 20, 1877.

FOR SHANGHAI.
The German Steamship "ALTONA," MÜLLER, Master, shortly expected from SINGAPORE, will receive immediate despatch as above.

For Freight or Passage, apply to
WM. PUSTAU & Co., Agents.

Hongkong, June 9, 1877.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "VOLGA," Comdt. ROLLAND, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail.

H. DU POUEY, Agent.

Hongkong, June 18, 1877.

FOR SAN FRANCISCO.
The A 1 British Barque "FORMOSA," P. HYLAND, Master, will load here for the above Port, and will have early despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, June 14, 1877.

FOR LONDON.
The A 1 British Barque "CHINAMAN," MACKENZIE, Master, will load here for the above Port, and will have early despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, June 14, 1877.

FOR SAN FRANCISCO.
The A 1 British Ship "STRACATHRO," J. T. MILLAR, Master, will load here for the above Port, and will have early despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, June 1, 1877.

FOR HONOLULU.
The A 1 American Bark "HARRIET N. CARLTON," G. T. HARKNESS, Master, will load here for the above Port, and will have early despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, June 1, 1877.

FOR LONDON.
The A 1 British Bark "ROBERT HENDERSON," GUNN, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, June 2, 1877.

FOR SAN FRANCISCO.
The A 1 British Clipper Ship "GRYFF," T. ROBERTS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, June 2, 1877.

FOR NEW YORK.
The A 1 American Ship "HIGHLANDER," HUTCHINSON, Master, will load here and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, May 24, 1877.

FOR NEW YORK.
The A 1 American Ship "THOMAS LORD," HALL, Master, will load here and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, April 26, 1877.

FOR NEW YORK.
The American Ship "FLEETWING," GUEST, Master, having the greater portion of her Cargo engaged, will load here and/or at Whampoa, and have quick despatch for the above Port.

For Freight, apply to
OLYPHANT & Co.
Hongkong, May 25, 1877.

Shipping.

Steamers.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "ANADYR," Comdt. MOREAU, will be despatched for SHANGHAI shortly after her arrival from Europe.

H. DU POUEY, Agent.

Hongkong, June 19, 1877.

FOR SAN FRANCISCO.
The A 1 British Barque "FORMOSA," P. HYLAND, Master, will load here for the above Port, and will have early despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, June 14, 1877.

FOR LONDON.
The A 1 British Barque "CHINAMAN," MACKENZIE, Master, will load here for the above Port, and will have early despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, June 14, 1877.

FOR SAN FRANCISCO.
The A 1 British Ship "STRACATHRO," J. T. MILLAR, Master, will load here for the above Port, and will have early despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, June 1, 1877.

FOR HONOLULU.
The A 1 American Bark "HARRIET N. CARLTON," G. T. HARKNESS, Master, will load here for the above Port, and will have early despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, June 1, 1877.

FOR LONDON.
The A 1 British Bark "ROBERT HENDERSON," GUNN, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, June 2, 1877.

FOR SAN FRANCISCO.
The A 1 British Clipper Ship "GRYFF," T. ROBERTS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, June 2, 1877.

FOR NEW YORK.
The A 1 American Ship "HIGHLANDER," HUTCHINSON, Master, will load here and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, May 24, 1877.

FOR NEW YORK.
The A 1 American Ship "THOMAS LORD," HALL, Master, will load here and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, April 26, 1877.

FOR NEW YORK.
The American Ship "FLEETWING," GUEST, Master, having the greater portion of her Cargo engaged, will load here and/or at Whampoa, and have quick despatch for the above Port.

For Freight, apply to
OLYPHANT & Co.
Hongkong, May 25, 1877.

Notices to Consignees.

GERMAN STEAMER ALTONA, MÜLLER, Master, FROM LONDON via SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Undersigned, from whence delivery may be obtained.

Consignees wishing to take delivery of their Goods from the Boats alongside the Wharf are at liberty to do so. Goods remaining in store after the 26th Instant will be subject to rent. Optional Cargo will be forwarded unless notice to the contrary is given until 6 o'clock this afternoon.

Bills of Lading will be countersigned by
WM. PUSTAU & Co., Agents S. S. Altona.

Hongkong, June 19, 1877.

S. S. GLENORCHY, FROM LONDON AND SINGAPORE.

THE above Steamer having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk and stored in the Godowns of the Undersigned, whence and/or from the Wharf or Boats delivery may be obtained. Optional Shanghai and/or Yokohama Cargo will be sent on unless notice to the contrary is received before 10 a.m. Tomorrow.

Cargo remaining undelivered after the 27th Instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Agents.

Hongkong, June 20, 1877.

NOTICE TO CONSIGNEES.

THE STEAMSHIP AMBOTO, FROM LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby notified, that the Cargo will be landed and stored at their risk into the Godowns of the Undersigned (the Hongkong Wharf and Godowns, Wharf), whence and from the Wharf or Boats delivery may be obtained. Goods remaining in store after the 28th Instant will be subject to rent. Optional Cargo will be sent on, unless notice to the contrary is received before 4 p.m. To-day. No Fire Insurance has been effected. Bills of Lading will be countersigned by
MEYER & Co., Agents.

Hongkong, June 21, 1877.

GERMAN STEAMER GALATEA, BÜHME, Master, FROM HAMBURG via SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Undersigned, from whence delivery may be obtained.

Consignees wishing to take delivery of their Goods from the Boats alongside the Wharf are at liberty to do so. Goods remaining in Store after the 28th Instant will be subject to rent. Optional Cargo will be forwarded on, unless notice to the contrary is given before 3 o'clock To-day. Bills of Lading will be countersigned by
WM. PUSTAU & Co., Agents S. S. Galatea.

Hongkong, June 22, 1877.

BARQUE CHINAMAN, FROM LONDON.

THIS Vessel having arrived, Consignees of Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK & Co., Agents.

Hongkong, May 21, 1877.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

H. DU POUEY, Agent.

Ex Hongk. JOM (in diamond) 18 bags from Galle, Cinnamon, 18 bags.

Hongkong, June 18, 1877.

Mails.



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton,
and London,
Also,
Bombay, Madras, Calcutta, and
Australia.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
TEHERAN, Captain JOHNSON, will leave
this on SATURDAY, the 30th June, at
Noon.

For further Particulars, apply to
A. LIND, Superintendent.
Hongkong, June 19, 1877. j680

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF
TOKYO, will be despatched for San
Francisco, via Yokohama, on SATURDAY,
the 30th Instant, 1877, at 3 P.M., taking
Passengers, and Freight, for Japan, the
United States, and Europe.
Through Passenger Tickets and Bills
of Lading are issued for transportation to
Yokohama and other Japan Ports, to San
Francisco, to ports in Mexico, Central and
South America, and to New York and
Europe via OVERLAND RAILWAYS.
A Steamer of the Mitsui Bishi S. S. Co.
Company will leave Shanghai, via the Inland Sea
Ports, about same date, and make close
connection at Yokohama.

At New York, Passengers have selection
of various lines of Steamers to England,
France and Germany.
Freight will be received on board until
4 p.m., 20th June. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For security's sake, Shippers of Overland
Cargo are requested to endorse on the
Envelope the Marks and Nos. of Packages
Shipped, to correspond with those in their
Bills of Lading.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 9, Praya Central.

RUSSELL & Co., Agents.
Hongkong, June 18, 1877. j680

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL
and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. "GABRIEL" will be de-
spatched for San Francisco via Yoko-
hama, on FRIDAY, the 13th July, at
3 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.
Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 12th Instant. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.
Return Passage Tickets available for 6
months are issued at a reduction of 20 per
cent. on regular rates.

For further information as to Freight
on Passage, apply to the Agency of the
Company, No. 9, Queen's Road Central.

G. B. EMORY, Agent.
Hongkong, June 20, 1877. j718

NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper to China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE
IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely
printed matter.

THIS Mail Summary is compiled from
the Daily China Mail, is published
twice a month on the morning of the
English Mail's departure, and is a re-
cord of each fortnight's current history
of events in China and Japan, con-
tributed in original reports and collated
from the journals published at the various
ports in those Countries.

It contains Shipping news from Shanghai,
Hongkong, Canton, &c., and a complete
Commercial Summary.

Subscription, 60 cents per Copy (postage
paid 55 cents.) \$12 per annum (postage
paid \$13.00.)

Orders should be sent to G. B. MURRAY
Baird, China Mail Office, 2, Wyndham
Street, not later than the evening before the
departure of the English Mail Steamer.

Terms of Advertising, same as in Daily
China Mail.

INSURANCES.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Batavia, and Penang.
Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, November 1, 1871.

LANCASHIRE INSURANCE
COMPANY.
(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Coal in Mats, on Goods on board
Vessels in Mats, on Goods on board
Vessels, and on Hulls of Vessels in Har-
bour, at the usual Terms and Conditions.
Proposals for Life Insurances will be re-
ceived, and transmitted to the Directors
for their decision.
If required, protection will be granted on
first class Lives up to \$1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNOLD, KARBURG & Co.
Agents Hongkong & Canton.
Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELOHERS & Co.,
Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY.
(LIMITED.)
NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premiums contributed
by each, the remaining third being carried
to Reserve Fund.

OLYTHANT & Co.,
General Agents.
Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against Fire to the extent of
\$45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.
Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.
CAPITAL \$2,000,000.

THE Undersigned, AGENTS at Hongkong
for the above Company, are prepared
to grant Policies against FIRE, to the
extent of \$10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,
Agents.

Hongkong, July 4, 1876.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER
OF
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:

Marine Department.
Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates. A discount of 20% allowed,
adjoining risks at current rates.

Life Department.
Policies issued for sums not exceeding
\$5,000 at reduced rates.

HOLLIDAY, WISE & Co.,
Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE
COMPANY.

THE Undersigned Agents are in receipt
of Instructions from the Board of
Directors authorizing them to issue Policies
to the extent of \$10,000 on any one first
class risk, or to the extent of \$15,000 on
adjoining risks at current rates.
A Discount of 20% allowed.

HOLLIDAY, WISE & Co.,
Hongkong, January 8, 1874.

MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.,
Hongkong, October 14, 1869.

INSURANCES.

NOTICE.

LONDON & ORIENTAL STEAM
TRANSIT INSURANCE Co.

THE BUSINESS of this Company has
This Day been Transferred to THE
MARINE INSURANCE Co., of 20, Old
Broad Street, LONDON.

By Order of the Proprietors,
WILLIAM HUNT,
Secretary.
137, Leadenhall Street,
LONDON,
1st January, 1877.

THE MARINE INSURANCE Co.
20, Old Broad Street,
LONDON,
1st January, 1877.
ESTABLISHED 1836.
CAPITAL, £1,000,000 STERLING.
RESERVE FUND, £240,000

WITH Reference to the foregoing Adver-
tisement THE MARINE INSURANCE
Co. has This Day taken over the
Business of the LONDON & ORIENTAL
STEAM TRANSIT Co., and has Appointed
Mr. A. MUIVER as its AGENT in Hong-
kong.

By Order of the Board of Directors,
ROBERT J. LODGE,
Manager.

THE Undersigned is prepared to Accept
Risks and issue Policies on behalf of the
MARINE INSURANCE Co. by any First Class
Steamer.

A. MUIVER,
Agent of the Marine Insurance Co. of
London.
Hongkong, February 16, 1877. au17

THE ON TAI INSURANCE COM-
PANY, LIMITED.

CAPITAL TAKEN 400,000, EQUAL TO
\$555,556.76.

Directors.

LEE SING, of the Lai Hing Firm.
CHEAN SHUNG LAY, of the Lai Yuen Firm.
WONG YIP FUN, of the Chun Cheong Wing
Fong.

LOO YEE, of the Yee On Firm.
FONG SOY FUNG, of the Tung Sang Wo
Hong.

WONG PAK CHEONG, of the San Tye Lee
Hong.
PUN FONG, of the Wy Sing Firm.

Manager—HO AMEL.

MARINE RISKS on Goods, etc., taken
at CURRENT RATES to AUSTRALIA,
CALIFORNIA, MANILA, SINGAPORE, SAIGON,
PENANG, and to all the TREATY PORTS of
China and Japan.

HEAD OFFICE, 48, Bonham Strand,
Hongkong, June 1, 1877.

Intimations.

Now Ready.

"THE CHINA REVIEW."
No. 6, VOL. V.

Annual Subscription, Six Dollars and
a Half.

CONTENTS.

Chinese Natural Theology.
Notes on Chinese Grammar.
Deer-Stalking in China (Concluded from
page 224).

Chinese Etymology, with a List of Pri-
matives and Key to Shuo-Wan.
Brief Sketches from the Life of K'ung-ming.
On the Twenty-eight Constellations.
Short Notices of New Books and Literary
Intelligence.

Collectanea Bibliographica.
Notes and Queries.

The "King Kiao" or Nestorian Religion.
The Shan of the King of Ch'u.
Tonle Sol-fa Notation in China.
Rats a Delicacy.

Domestic Torture.

Do.

Æsop's Fables in Sanskrit and Chinese.

Books Wanted, Exchanges, &c.

China Mail Office,
Hongkong, May 12, 1877.

NOW READY.

RENG-SHUI, or, THE RUDDIMENTS
OF NATURAL SCIENCE IN CHINA. By Dr.
E. J. EITEL. One Volume. 8vo. Price,
\$1.50.

BUDDHISM, ITS HISTORY, THEORY AND
POPULAR RELIGION, in three Lectures.
By Dr. E. J. EITEL. Second Edition. One
Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs Lane,
Oswald & Co.

Hongkong, July 31, 1874.

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's
day (February 17, 1874) the Chinese
Mail will be issued DAILY instead of
twice a week as heretofore. No change, how-
ever, will be made in the price of subscrip-
tion, which will remain at \$4 per annum.

The charges for advertisements are now
assimilated to those of the China Mail.
The unusual success which has attended
the Chinese Mail makes it an admirable
medium for advertisements.

The Conductors guarantee an extensive
circulation of one thousand copies. It is
already the most influential native journal
published, and enjoys considerable prestige
at the Ports of China and Japan, and at
Singapore, Penang, Calcutta, San Fran-
cisco and Australia.

For terms, &c., address

MR CHUN AYIN,
Manager.

China Mail Office,
17th February, 1874.

Intimations.

W. BALL,
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS,
DRUGGISTS' Sundries, TOILET
REQUISITES, PATENT MEDI-
CINES AND PERFUMES.

Prescriptions Dispensed with Carefulness,
and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf.
Hongkong, July 13, 1876.

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE
Chinese Mail.

TWO cents a character for the first 100
characters, and one cent a character
beyond the first 100, for first insertion, and
half price for repetitions during the first
week. Subsequent weeks' insertions will
be charged only one half the amount of the
first week's charge. Advertisements for
half a year and longer will be allowed a
deduction of 25 per cent on the total amount,
and contracts for more favourable terms
can be made.

Efforts have been made to establish
Agents for circulating the Chinese Mail in all
the ports and in the interior of China, all
the ports in Japan, in Saigon, Singapore,
Penang, Calcutta, Batavia, Manila, the
Philippines, Australia, San Francisco, Peru
and other places which Chinese frequent.
When the list of Agencies is completed,
it will be published. Agents have been
already established in most of the above
places, and in important ports more than
one agent has been appointed at each.

CHUN AYIN,
Manager.

Hongkong, February 23, 1874.

A NEW STOCK OF
NEXT JOBBING TYPES
HAVING BEEN RECEIVED

FROM ENGLAND.

THIS OFFICE IS PREPARED TO
EXECUTE

BOOK & JOB PRINTING
OF EVERY DESCRIPTION

AT REASONABLE RATES.

FANCY BALL PROGRAMMES
ASSORTED SIZES, IN GOLD AND COLOURS.

BALL PENCILS,

assorted colours.

MENU CARDS,

In Gold & Coloured Borders & Patterns

BOOKS BOUND IN APPROVED
PATTERNS.

For Sale.

AGREEMENTS FOR FOREIGN-GOING
SHIPS.

LADY'S AND GENTLEMAN'S WASHING
BOOKS.

CONTRACT PASSAGE TICKETS,

EXPORT CARGO REPORTS,

POWERS OF ATTORNEY,

CHARTER PARTIES,

SHIPPING ORDERS,

BILLS OF LADING,

PASSENGER LISTS,

BILLS OF SALE,

LOG BOOKS,

WILLS.

&c., &c., &c.

Chiks Mail Office, 2, Wyndham Street,
(Back of Club).

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has
been very much extended. The fol-
lowing are some of its Agents:

Macao.—Man Onuen Shop.

Canton.—Sing Chun Native Post Office,
Luen Hing Street; Chui Hong Low Hotel,
Luen Hing Street; Kwong Tin Fat Shop, Yan
Tsi Street; Mr Sit Chun Fan, Tung Wen
Kwan; Yuen Fong Shop, in front of the
Provincial Treasurer's Yamen; How Yuen
Shop, Small Market Street, New City; Yee
Cheung Photograph Shop, Hengam; Kwai
Heng Shop, Sin Choong, Hengam.

Singapore.—Sui Cheong Hong; Woh Shun
Loong Hong.

Amoy.—Chun Cheong Hong, Mook Kek
Street.

Foochow.—Mr Yü Ching Cheong, Foo-
chow Arsenal; Mr Lum Kwok Ching, Mar-
time Customs.

Shanghai.—Mr Ng Ching Shun, Mar-
time Customs; Mr Ho Yue Onuen, Mar-
time Customs; Mr Chun Sing Hol, Messrs
Jardine, Matheson & Co.; Mr Kwong
Chuen Fook, Educational Mission School;
and Mow Sing Sang Kee shop.

Ningpo.—Mr Sang Min Chee, Maritime
Customs.

Hankow.—Yee Hing Hong.

Chefoo.—Yee Shun Hong.

Japan.—Mr Leong Chun Tong, Munic-
pal Office, Yokohama.

Batavia.—Wohang Hong.

Singapore.—Ting Kee Hong; Kwong
Fook Sang Hong.

Penang.—Yow Wing Fong; Argus Office.

Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fong Tai Hong.

The above are some of the Agencies;
others will be published, when they are
arranged for. Negotiations are in progress
with the express couriers who carry the
official despatches and Peking Gazette, to
circulate the Chinese Mail in the interior of
China.

Hongkong, March 10, 1874.

Intimations.

THE CHINA REVIEW.

THE widely-expressed regret at the dis-
continuance of Notes & Queries on
China and Japan, has induced the pub-
lishers of this journal to issue a publication
similar in object and style, but slightly
modified in certain details.

THE CHINA REVIEW, or Notes and
Queries on the Far East, is issued at in-
tervals of two months, each number con-
taining about 60 octavo pages, occasionally
illustrated with lithographs, photographs,
woodcuts, &c., should the papers published
demand, and the circulation justify, such
extra matter.

The subscription is fixed at \$6.50 postage
paid, per annum, payable by non-residents
in Hongkong half-yearly in advance.

The publication includes papers original
and selected upon the Arts and Sciences,
Ethnology, Folklore, Geography, History,
Literature, Mythology, Manners and Customs,
Natural History, Religion, &c., &c.,
of China, Japan, Mongolia, Tibet, the
Eastern Archipelago and the "Far East"
generally. A more detailed list of subjects
upon which contributions are especially
invited is incorporated with each number.
Original contributions in Chinese, Latin,
French, German, Spanish, Italian or Por-
tuguese, are admissible. Endeavours
are made to present a résumé in each
number of the contents of the most recent
works bearing on Chinese matters. Great
attention is also paid to the Review
department.

Notes and Replies are classified to-
gether as "Notes" (head references being
given, when furnished, to previous Notes
or Queries), as are also those queries which,
though asking for information, furnish new
or unpublished details concerning the mat-
ter in hand. It is desirable to make the
Queries proper as brief and as much to
the point as possible.

The China Review for July and August,
1875, is at hand. It says that forty-two
essays were sent in to compete for the best
paper on the advantages of Christianity for
the development of a State. All our learned
societies should subscribe to this scholarly
and enterprising Review. It is a sixty
paged, bi-monthly, repository of what schol-
ars are ascertaining about China. The
lecture on Chinese Poetry in this volume is
alone worth the price of the Review. Ad-
dress China Review, Hongkong.—Northern
Christian Advocate (U.S.).

Trevelyan's Oriental Record contains the fol-
lowing notice of the China Review:—"This
is the title of a publication, the first number
of which has lately reached us from Hong-
kong, where it has been set on foot as in
some respects a continuation of Notes and
Queries on China and Japan, the extinction
of which useful serial a year or two ago has
been much regretted in Europe as well as
in China. The present publication, judging
by the number now before us, is intended to
occupy a position, as regards China and the
neighbouring countries, somewhat similar
to that which has been filled in India by the
Calcutta Review. The great degree of at-
tention that has been bestowed of late years
upon the investigation of Chinese literature,
antiquities, and social developments, to say
nothing of linguistic studies, has led to the
accumulation of important stores of infor-
mation, rendering some such channel of pub-
licity as is now provided extremely desir-
able; and contributions of much interest
may fairly be looked for from the members
of the foreign consular services, the Chinese
Customs' corps, and the missionary body,
among whom a high degree of Chinese
scholarship is now assiduously cultivated,
and who are severally represented in the first
number of the Review by papers highly
creditable to their respective authors. In
a paper on Dr. Legge's *She King*, by the
Rev. B. J. Eitel, to which the place of
honour is deservedly given, an excellent
summary is presented of the chronological
problems and arguments involved in con-
nexion with this important work. Some
translations from Chinese novels and plays
are marked by both accuracy and freshness
of style; and an account of the career of
the Chinese post-statesman of the eleventh
century, Su Tung-p'o, by Mr. E. C. Bowles,
is not only historically valuable, but is also
distinguished by its literary grace. Beside
notices of new books relating to China and
the East, which will be a useful feature of
the Review, if carried out with punctuality
and detail, we are glad to notice that
"Notes" and "Queries" are destined to
find a place in its pages also. It is to be
hoped that this opening for contributions
on Chinese subjects may evoke a similar
degree of literary zeal to that which was
displayed during the lifetime of its prede-
cessor in the field, and that the China Review
may receive the support necessary to insure
its continuance. The publication is intend-
ed to appear every two months, and will
form a substantial octavo magazine.

THE CHINESE MAIL.

This paper is now issued every
day. The subscription is fixed at Four
Dollars per annum delivered in Hong-
kong, or Seven Dollars Fifty Cents in-
cluding postage to Coast ports.

It is the first Chinese Newspaper ever
issued under purely native direction. The
editorial department is conducted by
Mr Chun Ayin, whose experience and
competence have already been most fully
demonstrated. The chief support of the
paper is of course derived from the native
community, amongst whom also are to be
found the guarantors and securities
necessary to place it on a business and
legal footing.

The projector, basing his estimates
upon the most reliable information from
the various Ports in China and Japan,—
from Australia, California, Singapore,
Penang, Saigon, and other places frequented
by the Chinese,—considers themselves
justified in guaranteeing an ultimate
circulation of between 3,000 and 4,000
copies. The advantages offered to adver-
tisers are therefore unusually great, and
the foreign community generally will find
it to their interest to avail themselves of
them.

The field open to a paper of this descrip-
tion—conducted by native efforts, but
progressive and anti-obstructive in tone—
is almost limitless. It on the one hand
commands Chinese belief and interest
while on the other deserves every aid
that can be given to it by foreigners.
Like English journals it contains Editorials,
with Local, Shipping, and Commercial
News and Advertisements.

Subscription orders for either of the
above may be sent to

GEO. MURRAY BIRD,
China Mail Office.

Intimations.

AH YON,

Intimations.



RIMMEL'S JOCKEY CLUB, and other
fragrant perfumes.

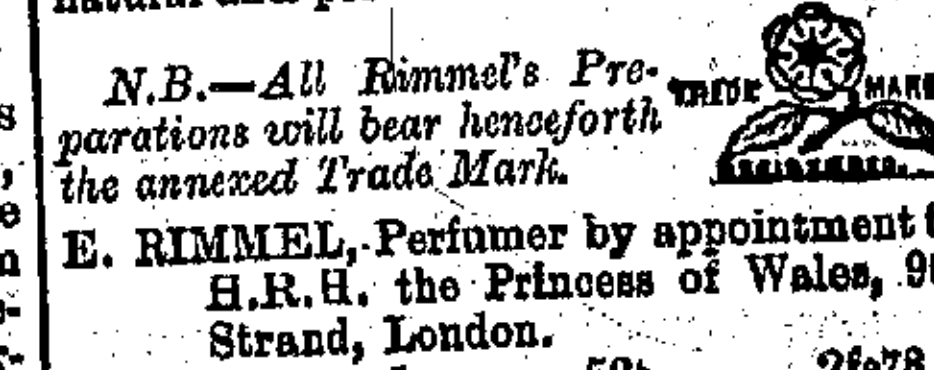
RIMMEL'S LIME JUICE and GLY-
CERINE gives the hair a beautiful gloss
without greasing it, nourishes the roots,
and imparts an agreeable coolness to the
head.

RIMMEL'S PURE WHITE GLYCE-
RINE SOAP, BROWN WINDSOR,
HONEY, ALMOND, LETTUCE, COAL-
TAR, and other SOAPS in bars or cakes.

RIMMEL'S VELVETINE, VIOLET,
RICE, ROSE-LEAF and other TOILET
POWDERS, in boxes and packets.

RIMMEL'S AQUADENTINE "cleans
whitens, and preserves the Teeth, refreshes
the mouth, and sweetens the Breath."

RIMMEL'S PHOTOCHROME, for im-
parting to the Hair or Beard a perfectly
natural and permanent shade.



Protected by Royal Letters Patent,
Dated October 11th, 1869.



(OZONIC OXYGEN)
The New Curative Agent, and only
liable Remedy for Nervous and Liver
Complaints.

This Phosphatic combination is pronounced the most eminent members of the Medicinal profession to be unequalled for its power in refreshing the vitality of the body, by its supplying all the essential constituents of the blood, nerve substance, and for developing all the powers and functions of the system to the highest degree. It is agreeable to the palate, and innocent.

its action, while retaining all its extraordinary properties; and as a specific, surpassing all known therapeutic agents of the present day the speedy and permanent cure of—Nervous Prostration, Liver Complaints, Palpitation of Heart, Dizziness, Noises in the Head and Ears, and Anorectic Hysteria.

Loss of Energy and Appetite, Female Complaints, General Debility, Irritation, Flatulences, Incapacity for Study or Business, Sick Headache, Lassitude, Short Breath, Trembling of the hands and limbs, Impaired Nutrition, Mental and Physical Depression (in its first stages only). The

Eruptions of the Skin, Impaired Sight,
Memory, Nervous Fancies, Impoverished
Nervous Debility in all its Stages, Pre-
cocious Menstruation, Premature Decline,
and all morbid conditions of the system
arising from whatever cause. The action of
Phosphodyne is twofold—on the one hand

Brand,
dealers.
NS, 72,
Co.
nr 78

that where for years an emaciated, cadaverous, and semi-vital condition has the flesh will rapidly increase in quantity, firmness, and the whole system return to a state of robust health. The Phosphodyne acts directly upon the organisation; for instead of generating that human element

which renews and rebuilds the osseous, nervous, membranous, and organic systems operates on the system without exciting thought upon the individual as to the matter. It moves the lungs, liver, heart, kidneys, intestines, with a harmony, with

The Phosphodyne gives back to the structure, in a suitable form, the phosphorus, the animating element of life, which has been lost, and exerts an important influence on the spinal marrow and nervous system.

S nutritive, tonic, and invigorating, maintaining that buoyant energy of the muscular system which renders the muscular system full, brilliant, and energetic, entirely different from that dull, inactive, and sluggish condition which many persons experience in

The beneficial effects of the Phosphorus are frequently shown from the first day of administration, by a remarkable increase of power, with a feeling of vigour and which the patient has long been unable to enjoy: the appetite is improved: the

1853. Digestion is improved;
1867. wonderfully; the bowels become regular;
1878. eyes brighter; the skin clear and healthy;
1876. the hair acquires strength, showing
1878. the influence of the action of the Phosphodynes
organs of nutrition.
Finally, the Phosphodynes maintain

degrees of activity in the previously
nervous system; its use enables all
organs to return to their sound state
their natural functions. Persons su-
Nervous Debility, or any of the hu-
toms which this distressing disease a-

rest assured of an effectual and even
the judicious use of this most invaluable

DR. BRIGHT'S PHOSPHORUS
is sold only in Cases at 10s.
Chemists and Patent Medicines

ula,
aking and
ORE.

led to several imitations under similar names; purchasers of the should therefore be careful to each case bears the English Stamp, with the words Dr. B. &c. thereon engraved thereon.

ind, •
NEW YORK;
Agents for—
Hongkong, Messrs WATSON &
Shanghai, " WATSON, G
Export Agents,
HONGKONG & SHANGHAI

107, Southwark
London, S.E.

Intimations.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ROINA, American 3-m. schooner, Capt. C. W. Hansen.—Arnold, Karberg & Co.
HANNAH LAW, British ship, Captain R. Greig.—P. & O. S. N. Co.
HIBERNIUS, British brig, Capt. T. A. Koch.—Landstein & Co.
ECHO, British barque, Captain Tezer.—Arnold, Karberg & Co.
ROSE HENDERSON, British barque, Capt. John J. Gunn.—Vogel, Hagelorn & Co.
BROWN BROTHERS, American ship, Capt. D. S. Goodell.—P. & O. S. N. Co.
MATCHLESS, American ship, Capt. John C. Dawes.—Douglas LaPraik & Co.
VISCOUNT MACDUFF, British 3-m. schooner, Capt. Wm. Wright.—Borneo Co., Limited.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each.
CHINA MAIL OFFICE.

To-day's Advertisements.

FOR SWATOW, AMOY & FOCHOW.
The Steamship "YESSO,"
Capt. S. Ashcroft, will be despatched for the above Ports on TUESDAY, the 26th instant, at Noon, instead of as previously advertised.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.
Hongkong, June 23, 1877. j228

FOR NEW YORK.

The 41 American Schooner "PANOLA,"
Lunt, Master, will load here for the above Port, and will have early despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, June 23, 1877. j225

FOR FOCHOW.

The 41 British Schooner "FREELAN FAMILY,"
will have immediate despatch.
For Freight, apply to
TURNER & Co.,
Agents.
Hongkong, June 23, 1877. j226

GERMAN STEAMER BELONA,
Ahrens, Master, FROM HAMBURG via SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby informed, that their Goods are being landed and stored at their risk in the Godowns of the Under-mentioned, from whence delivery may be obtained.

Consignees wishing to take delivery of their Goods from the Boats alongside the Wharf are at liberty to do so.
Goods remaining in store after the 30th instant will be subject to rent.
Optional Cargo will be forwarded unless notice to the contrary is given before Noon to-day.

Bills of Lading will be countersigned by
WM. PUSTAU & CO.,
Agents, S. S. Bellona.
Hongkong, June 23, 1877. j230

NOTICE.

MR. F. C. DITTMER is authorized to Sign our Firm per Procuration.
SANDER & Co.
Hongkong, June 23, 1877.

THE GIANT CHANG OUTDONE.

LAST APPEARANCE.—FOR
FOUR DAYS ONLY, FROM THURSDAY, THE 21st INST.

YOW SHAN, the Great CHINESE GIANT of Modern Times, is now on EXHIBITION at the HONGKONG HOTEL at All Hours in the Day and Evening. This Giant is well-proportioned, and in regard to size and general appearance beats CHANG hollow. He is a native of Kwang-si, and is only 22 years of age. Such a Giant is not to be often met with, and he has had the honour of appearing before His Excellency POKE HENNESSY, C.M.G., at Government House.

ADMISSION—FIFTY CENTS.
Tickets to be obtained at the HONGKONG HOTEL BAR.
Hongkong, June 23, 1877. j233

SHIPPING.

ARRIVALS.

June 22, *Spartan*, British steamer, 387, John Cooper, Saigon June 18, Rice.—JANZEN, MATTHEW & Co.
June 22, *Bellona*, German steamer, 688, P. Ahrens, Hamburg May 8, via ports of call and Singapore June 16, General.—WM. PUSTAU & Co.
June 23, *Yesso*, British steamer, 660, S. Ashcroft, Fochow June 20, Amoy 21, and Swatow 22, General.—DOUGLAS LAFRAIK & Co.
June 26, *Viscount Macduff*, British 3-m. schooner, 298, W. Wright, Newchwang May 26, Beane.—Borneo Co., Limited.

DEPARTURES.

June 23, *Christoforo Colombo*, Ital. 6044, for a Cruise.
23, *Amazona*, for Marseilles, ed.
23, *Yungking*, for Shanghai.
23, *Pendo*, for Manila.
23, *Cheong Hock Kien*, for Swatow.
23, *A. B. Vidal*, for Tientsin.
23, *Hongkong*, for Fochow.

CLEARED.

Iris, for Tournon.
Wachi, for Hallow.
Diamond, for Fochow.
Amato, for Saigon.
Caribbrooke, for Swatow.
De's, for Bangkok.
Mecca, for Saigon.
Cap Horn, for Whampoa.
Leicester, for Kobe.

PASSENGERS.

ARRIVED.
Per *Yesso*, from Coast Ports, Capt. Riddel, 1 European deck, and 100 Chinese.
Per *Spartan*, from Saigon, 30 Chinese.

DEPARTED.
Per *Amazona*, for Saigon, Revd. Combes, and 5 Chinese; for Singapore, Messrs Sayle, Fulton, and 3 Chinese; for Marseilles, Mr and Mrs Siegfried and child, Messrs Borowski, Koss, Cabouret, Gutierrez, Carlos, Roberts, Ryak and Anderson.—From Shanghai: for Saigon, Mr Francois Goff; for Marseilles, Mr Frank Gilman, and Revd. Pere Fancourt.—From Yokohama: for Batavia, Mr Leon Harris; for Suez, Mr Banfather; for Marseilles, Messrs Takemura, Yamamoto, H. Kawado, Prince de Takagawa, and Mr N. Okubo.
Per *Cheong Hock Kien*, for Swatow, 500 Chinese.
Per *Yungking*, for Shanghai, 75 Chinese.
Per *A. B. Vidal*, for Tientsin, 3 Chinese.
Per *Hongkong*, for Fochow, 2 Europeans.

TO DEPART.
Per *Wachi*, for Hallow, Messrs Migual, Lardier, Mutel (French Missionaries), and Hertton, and 30 Chinese.
Per *Mecca*, for Saigon, 30 Chinese.
Per *Caribbrooke*, for Swatow, 511 Chinese.
Per *Dale*, for Bangkok, 81 Chinese.

SHIPPING REPORTS.

The British steamer *Spartan* reports: At 10 p.m. of the 21st, passed a schooner rigged steamer with white funnel and black top bound South.
The British steamer *Yesso* reports: Light S. and S.W. winds and fine weather. In Fochow:—*Stra. Fleurs Castle*, *Viking*, *Penguin*, *Sindia*, *Europa*, *Hankwang* and *Conquest*. In Amoy:—*Stra. Tiviot*, and *H.M.S. Hornet*. In Swatow:—*Stra. Tunan* and *Norna*.
The British 3-masted schooner *Viscount Macduff* reports: South-westerly wind greater part of passage with strong currents to N.E., last few days variable.

CARGO.

Per *Amazona*, for Continent, 124 bales Silk, 390 bales Cocoon, 81 bales Waste Silk, 14 cases Silk, 250 half chests, 1,000 boxes and 500 pkgs. Tea, and 477 pkgs. Sundries. For London, 187 bales Silk, 81 bales Waste Silk, 28 cases Silks, 4,848 half chests and 8,681 boxes Tea, and 143 pkgs. Sundries.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SAIGON.—Per *MECCA*, at 9 a.m. To-morrow, the 24th inst.

For MANILA.—Per *HOLYROOD*, at 8.30 p.m., on Monday, the 25th inst.

For YOKOHAMA.—Per *STATE OF LOUISIANA*, at 8.30 p.m., on Monday, the 25th inst.

For SWATOW, AMOY & FOCHOW.—Per *YESSO*, at 11.30 a.m., on Tuesday, the 26th inst.

MAILS BY THE ENGLISH PACKET.—
The English Contract Packet *TEHERAN* will be despatched with the Mails for Europe, &c., on SATURDAY, the 30th inst.

The following will be the hours of closing the Mails, &c.:—

Friday, 29th inst.—
5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the NIGHT BOX, which remains open all night.

Saturday, 30th inst.—
7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted with LATE FEE of 18 cents extra Postage till

11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters Out Letters only addressed to the United Kingdom Via Brindisi or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till

11.50 a.m., when the Mail is finally closed.

Hongkong, June 20, 1877. j230

MAILS BY THE FAYON PACKET.—
The French Contract Packet *HOOGLY*, will be despatched from Hongkong on SATURDAY, the 7th July, with Mails to and through the United Kingdom and Europe, via Marseilles; to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suez, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Assension.

Letters may also be forwarded to INDIA by this Packet.

The following will be the hours of closing the Mails, &c.:—

Friday, 6th July.—
5 p.m., Money Order Office closes. Post Office closes except the NIGHT BOX, which remains open all night.

Saturday, 7th July.—
7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late Letters.

11.10 a.m., Letters (but Letters only) except those to and through Australia, may be posted on payment of a Late Fee of 18 cents extra postage, until

11.30 a.m., when the Post Office Closes entirely.

Hongkong, June 23, 1877. j237

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers:—

VESSELS TO ARRIVE.

AT HONGKONG.
When left. Name. From. Remarks.
Do. Do. Do. Do. Do.

4, Bendutha, Cardiff (Sp'n Jan. 27, New York
22, Sophie, London (Falmouth 17 Hamburg
10, C. R. Bishop, London (Falmouth 17 Hamburg
12, Woodhall, London (Falmouth 17 Hamburg

5, Carrizal, Cardiff (Brest Feb. 23 Hamburg
12, Loading Wind, Cardiff (Sp'n Feb. 27 Cardiff
19, Cactus O., Cardiff
19, F. P. Lichfield, Cardiff
20, Maipen, Cardiff
27, Gold Hunter, Cardiff (Sp'n Mar. 1 Glasgow v. Spore
28, Janet Ferguson, Mar.

1, Enid, London
2, Isles of the South, Cardiff
3, Paracou, Cardiff
4, Nimbus, Cardiff
4, Salo, London
4, Penrith, London
8, Khedive, Antwerp
13, Golden Spur, Cardiff
15, Antwerp, London
15, George Croshaw, Cardiff
17, D. McB. Park, Sunderland v. Spore
18, Victoria, Swansea
18, C. W. Cochrane, Liverpool
19, Cygnus, Cardiff for Canton
20, Springfield, Cardiff
20, Springfield, Cardiff
20, George, Cardiff
20, Bialing (a.), Cardiff
23, May Queen, Cardiff
27, Scindia, London
27, Fortuna (a.), Antwerp
28, Commissary, London

8, Robt, Cardiff
8, Sydenham, Cardiff
7, Kalsow, London
10, St. Elmo, Cardiff
10, Adolph, Hamburg
11, Benefactor, New York
11, Woodhall, Antwerp
11, H. S. Sandford (a.), Cardiff
18, Vega, Hamburg
18, Penarth, Antwerp
18, Antipodes, Cardiff
18, Titian, Penarth

8, Staghound, Liverpool
4, James Shepherd, London
6, Mikado (a.), London

AT SHANGHAI.

27, Undine, London
23, Helld Will, London (Sp'n Mar. 23
23, City of Aberdeen, London

8, Callier Ou, Cardiff
10, Sir Lancelot, London
15, Goldstream, New York
24, Wigton, London
28, Isle of Erin, Greenock

6, Corea, London
6, Messenger, New York
7, Saracen, New York
10, F. B. Watson, New York
19, Strathearn, Cardiff
19, Raichel, Sydney
20, Moses B. Towers, Newcastle (N.S.W.)
21, Alfred Hawley, Sydney
23, Duke of Abercorn, London
23, Oceana, Sydney
23, Stratheden, Sydney

8, Bellona (a.), Hamburg
5, Abbey Cowper, London

AT AMOY.

16, Bessie Morris, Swansea
27, Maxima, Swansea

AT SWATOW.

28, Ino, Greenock

AT CHEFOO.

7, Alceste, Cardiff (Sp'n Mar. 19
25, Babylon, Newcastle (N.S.W.)

LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers via Suez Canal.
Glenfalloch, Lotus
Lorne, Atholl

Sailing Vessels.
Wylo, Birchovale
Melbore, Ferdinand Brumm
Kate Carnia, Elmstone
Lord of the Isles.

At Liverpool.

Achilles (str.), Pilgrim
Lord Macaulay, Peruvian
Sophia.

At Newcastle (N.S.W.) for H'kong.

Fascot, Crested Wave
Papillon, J. S. Stone

At Sydney (for Shanghai).

Black Adder, Serapis

General Memoranda.

TUESDAY, June 26:—
Noon.—Yesso leaves for Coast Ports.
Goods per *Alona* undelivered after this date subject to rent.

WEDNESDAY, June 27:—
Goods per *Glenorchy* undelivered after this date subject to rent.

THURSDAY, June 28:—
Goods per *Ambato* undelivered after this date subject to rent.

FRIDAY, June 29:—
Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.
Goods per *Galatia* undelivered after this date subject to rent.

SATURDAY, June 30:—
Noon.—English Mail leaves for Ports of Call and Europe.
8 p.m.—American Mail leaves for Yokohama and San Francisco.
Goods per *Bellona* undelivered after this date subject to rent.

MONDAY, July 1:—
Noon.—Sale of American barkentine *Rosina*, on Board.

FRIDAY, July 13:—
3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and Japan.

MEMOS. FOR TO-MORROW.

RELIGIOUS SERVICES:—

St. JOHN'S CATHEDRAL.—The Right Reverend Bishop Burdon; The Rev. E. Daves, Acting Colonial Chaplain. At 11 a.m., Morning Prayer, &c.
Military Service.—Rev. J. Henderson, acting Military Chaplain. At 8 a.m., Morning Prayer, &c.

UNION CHURCH.—Minister, Rev. James Lamont. Morning Service, at 11 a.m. Afternoon, 6 p.m.

St. PETER'S SEAMEN'S CHURCH.—Rev. J. Henderson. Service at 6 p.m., every Sunday. All seats free. Morning Prayer and Communion on the First Sunday in each month at 11 a.m.

St. STEPHEN'S MISSION CHURCH.—Rev. A. B. Hutchinson, and Rev. Lo Sam Yuen. (All Services in Chinese.) Morning Prayer.—Liturgy, Ante-Communion, and Sermon, at 11 a.m. Bible Class, at 3 p.m. Preaching, at 6.30 p.m. Holy Communion, 1st Sunday in Chinese month.

BERLIN FOUNDLING HOUSE.—Service in the German language, by Pastor E. Klitzke, every Sunday, at half-past ten a.m., in the Chapel of the Berlin Foundling House, West Point.

MEMOS. FOR MONDAY.

Shipping.

4 p.m.—Holyrood leaves for Manila.
4 p.m.—State of Louisiana leaves for Yokohama.

Meeting.

Meeting of the Victoria Recreation Club at the Boat House.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.

FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS

OF
DRUGGISTS' SUNDRIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

MANUFACTURERS

OF
Soda Water, Lemonade, Tonic Water, Gingerade, Potash Water, Sarsaparilla Water, and other Aerated Waters.

The Manufacture is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 8.00 p.m.

THE CHINA MAIL.

HONGKONG, SATURDAY, JUNE 23, 1877.

WE remarked a few months since that, unless the terms of service of the four more experienced of our Police inspectors were renewed, the Police Force and the Colony might be deprived of their services at an early date. Acting Chief Inspector Horspool has, we believe, completed his term, and purposes shortly to retire; while Inspectors Grey, Grimes, and Halloran will soon be in a similar position. While we do not say that the services of these officers are indispensable to the existence of the Police Force, it is clear that their departure would be a serious blow to the efficiency of the Corps, and it might be worthy of consideration whether or not something should be done to encourage long-service officers to remain in the Force. The post of Chief Inspector has not been made a permanent, and a certain amount of insecurity seems to hang around it, otherwise it might have been looked to as a reward for good conduct, efficiency and long service. We understand that a good conduct medal has been established, which carries with it some pecuniary advantage. Might not some similar inducement be held out to officers (and men, too) who have seen long service in the Colony, and who add to their good conduct and efficiency a local experience which is invaluable to an officer of Police? This, we think, might be done, and it seems at present a highly advisable measure for the consideration of those in authority in this Colony.

THE evidence in the apparently motiveless and unprovoked murder in Aberdeen Street on the 14th instant, has been placed before the public in so many homeopathic doses, owing to the enquiry having been an extended one, that most people have an exceedingly vague idea as to what has been really proved before the Coroner. It would be out of place for us, under existing circumstances, to offer any comments on the case; but a brief résumé of the evidence may be interesting, and tend to a clearer understanding of the facts that have been actually adduced. The murder was altogether a dastardly one, and it is singular that, so far, the perpetration of the deed has not been brought to any person. At 11.45 on the night of the 14th a Chinese constable discovered the body of the deceased, a Chilian, lying in the road at the junction of Aberdeen and Gage Streets. The constable had passed the same spot at 11.15, and then the body of the man was not lying there. Other evidence went to show that the murder must have been committed at about 11.20. The deceased was stabbed some distance higher up Aberdeen Street, and had struggled to the spot where he was found, blood having been traced for several yards up the street, and a Chinese witness having deposed to absolutely seeing a man, who he thought was drunk, run to the spot and fall down, two other men running in advance of him. The evidence of Dr. Wharry was that the man had died from a stab in the heart, caused apparently by a two-edged knife. There was another incised wound just under the right ear, made in a downward, slanting direction, about four inches long, and three-quarters of an inch deep.

Two men were taken into custody in the first instance, and charged with the murder—namely, Giacomo, an Italian; and Joseph, an Austrian. Subsequently a third man, Achiney, was taken into custody, but as he, to use the words of the Coroner, appeared to be "clearly out of the case," it is perhaps desirable to chiefly confine ourselves to the evidence in regard to the other two prisoners. Giacomo stated, in substance, that Joseph was a shipmate of his, and they were both discharged from the American vessel, *J. D. Peters*, on the day previous to the murder. They both stopped at Beltrao's boarding-house. At about 1/2 past 8 on the evening of the murder he and Joseph, with two other men, Bent and Achiney, went to a woman's house in the same thoroughfare as the boarding-house, Tank Lane. They there met the deceased, who was also staying at Beltrao's house, and they had some drinks together. At 10.25, or about an hour before the murder, they all went to the boarding-house. Arrived there, Joseph, the 2nd prisoner, went out, and shortly afterwards he (Giacomo) the deceased, and Achiney ("they had lost Bent by this time") went to a washerman's house, where they got another drink each. They then all left the house, and, if the evidence and the Coroner's remarks are reported rightly, went to the very spot where the murder was committed. The following is the *ipsissima verba* of Giacomo's statement at this part, and the remainder of his remarks in his defence:—

"The deceased and Bent wanted to go to some other place, and I said 'let us go back to the boarding house.' I got the accordion from Achiney and followed the deceased and Achiney with it. They walked towards the east, and I followed them. We walked on a while and then turned down a street, the right hand side of which had some trees, while the left had nothing. They came to a crossing of the street and they stopped there. I asked what they had to do there. The deceased and Achiney then told me not to be afraid of being out so late. I went up the same street; I heard some people coming, and I made a noise with the musical instrument. Achiney and the deceased then disappeared, and I went to the brothel, where I found the 2nd prisoner. I had the accordion with me. It was then 9 minutes past 11 p.m. I looked at my watch. I called out several times 'Constantine!' before I left, and got no answer. I saw him no more that night. I went back by the same way as I came before and passed the washerman's. When I left the boarding house with the deceased and the two others, I left the 2nd prisoner in the boarding house, but he had told me after we had the four bottles he would go to the brothel, and I knew he would be found there. That is why I went there to look for him."

Joseph's, the second prisoner's, statement was that they left the Chinawoman's house, where they had the drinks, for the boarding house at about 10 or 4 past, and on arriving there he (Joseph) went inside, leaving the others outside, and when he returned they had gone away—

"I looked into their bunks and found no one there. I then went to see a woman on a brothel whom I had promised to see. The four men whom I left in the street had my concertina. The last I saw of it was in the possession of Achiney. I left the boarding house at about 10.30 p.m., and went straight to the brothel. I got there at 1/2 to 11 p.m., certainly not later. I might have remained in the house for 1/2 of an hour or an hour. I fall asleep. The girl woke me up. When I woke up, Giacomo brought me the concertina. He came in shortly after I was awakened up by the girl. We then left together and went straight to the boarding house. We found the door shut. I told Giacomo to wait, and that if the woman at No. 8 was not asleep, I would not come back, otherwise I would. I went and found the door shut. I came straight back to the boarding house. I found Giacomo there. We slept in front of the house as we could not get in, and Giacomo put his hand through the bars of the window, and drew out a blanket. I took off my coat to cover my head. Five minutes afterwards Sergeant Lundera came, and I was not asleep then."

The evidence affecting the two men may be summarised as follows:—

Mr George McBain was followed by three men near the scene of the murder at about 11.30 on the night in question. They were foreigners, one of them evidently speaking Italian.

Miss Engracia Pereira, residing near the spot, heard a disturbance in the street at about 11.30. She saw Mr McBain being followed by the three men, and she saw the men turn back and go in the direction of the spot where the murder was committed. While the men were following Mr McBain and subsequently she heard them make use of such expressions as "you shall not leave to-morrow," and "for God's sake, for Jesus' sake." This is what followed:—

The three men then turned back towards Aberdeen Street. The man with white shirt and white pants commenced to play a concertina. The three men seemed to be on very good terms. The smallest of the three men spoke French.

The man Joseph was here called upon to say in French "Come here, I have got something to say to you," which he did.

Witness:—I believe the voice in the same that I heard, only what I heard was spoken in more excited tones. The man turned up to Aberdeen Street; two of them walked together arm-in-arm, and the third one was ahead of them. This was the man with the white shirt. The two behind called out something in French, but the man walked on; he then saw the witness and the two men

street, and a Chinese witness having deposed to absolutely seeing a man, who he thought was drunk, run to the spot and fall down, two other men running in advance of him. The evidence of Dr. Wharry was that the man had died from a stab in the heart, caused apparently by a two-edged knife. There was another incised wound just under the right ear, made in a downward, slanting direction, about four inches long, and three-quarters of an inch deep.

Two men were taken into custody in the first instance, and charged with the murder—namely, Giacomo, an Italian; and Joseph, an Austrian. Subsequently a third man, Achiney, was taken into custody, but as he, to use the words of the Coroner, appeared to be "clearly out of the case," it is perhaps desirable to chiefly confine ourselves to the evidence in regard to the other two prisoners. Giacomo stated, in substance, that Joseph was a shipmate of his, and they were both discharged from the American vessel, *J. D. Peters*, on the day previous to the murder. They both stopped at Beltrao's boarding-house. At about 1/2 past 8 on the evening of the murder he and Joseph, with two other men, Bent and Achiney, went to a woman's house in the same thoroughfare as the boarding-house, Tank Lane. They there met the deceased, who was also staying at Beltrao's house, and they had some drinks together. At 10.25, or about an hour before the murder, they all went to the boarding-house. Arrived there, Joseph, the 2nd prisoner, went out, and shortly afterwards he (Giacomo) the deceased, and Achiney ("they had lost Bent by this time") went to a washerman's house, where they got another drink each. They then all left the house, and, if the evidence and the Coroner's remarks are reported rightly, went to the very spot where the murder was committed. The following is the *ipsissima verba* of Giacomo's statement at this part, and the remainder of his remarks in his defence:—

"The deceased and Bent wanted to go to some other place, and I said 'let

The Hmango Society turned out for rocket practice this evening at five o'clock. They took a position on the pier of open ground beyond the Pier and endeavoured to make a connection with a submergence. The first rocket fell wide of the mark, but the second went within a few feet of her bowsprit. After consultation it was decided to put the line on board and to throw the manoeuvres, but it was found that the hauling line was much too short and so that even if the connection had been made in the regular manner they could not have proceeded further with the drill. It is as well these defects are discovered before the apparatus is really required for use; at the same time we think the members would do well to try a shorter range, as we may suppose that vessels requiring their help will most likely be aground.

The usual fortnightly Entertainment will be given at the Temperance Hall on Monday evening next, commencing at 8 past 8; admission being free as hitherto. The programme is as follows:—

- 1—Piano Solo, Overture, "Il Turco in Italia."
- 2—Song, "Come to the Window, Nellie."
- 3—Violin Solo, "The Carnival of Venice."
- 4—Reading, "Be kind to Mother when I'm gone."
- 5—Reading, "How he plied the poor blind."
- 6—Piano Solo, "My old Kentucky home."
- 7—Reading, "The Stage-struck Hero."
- 8—Song, "The Stage-struck Hero."
- 9—Song, "The Stage-struck Hero."
- 10—Reading, "The Stage-struck Hero."
- 11—Hornpipe, "The Stage-struck Hero."
- 12—Song, "The Stage-struck Hero."

GIANTS IN THESE DAYS.

Many of our readers both here and at home may remember the great giant Chang, who, having descended upon us from the North-eastern Provinces of China, proceeded to make a tour of the world, exhibiting here his gigantic bulk and 12-foot bedstead. He moved onwards to the glories of the Egyptian Hall. It is just possible that giants—like many other monstrosities—may be indigenous to this part of the world, notwithstanding that the average height of the Celestials is considerably under that of most foreign races. The legends, folk-lore and fiction of China would certainly favour this theory, revelling as they do in representations of overgrown figures of men, who, on the ground of sheer strength and enormous size, work their own sweet will upon all around them. In actual life also we ever and anon find the raw materials for practically illustrating what these pleasant fancies of the Titans might have been. The real giant of these days, however, is somewhat disappointing. He is a quiet, matter-of-fact, unimpassioned, and almost common-looking overgrown man. He does not carry a spear like a weaver's beam, nor does he perform any of those wonderful feats of strength which shook the earth, while they relieved the oppressed and floored the oppressor, as of old. The romance is all shaken out of the subject by the business notice of "Admission Fifty cents."

This being so, it may interest our readers to record the advent of another Chinese Goliath, by name Yow Shan, who is now holding his Court in the largest Hotel here. Yow Shan, by his own account, is twenty-two years of age, a native of Kwangsi, comes of a well-to-do family, and is the large owner of a small farm. His ancestors have for several generations lived in Kwangsi, but the family was originally founded in a village called Loong Shan, in the Shantung district of the Kwangtung Province. To this village the great young man returned last year, and he is now on a visit to some friends in Hongkong. The story which the giant relates by way of explanation or apology for his extraordinary size partakes somewhat of the marvellous—is, in fact, slightly "fishy" in a metaphorically as well as literal sense. He was not, he asserts, unusually big when a child; while his parents and the other members of the Shan family are merely mortals of the most ordinary proportions. Up to the time when Yow attained his seventeenth or eighteenth year, he was a lad in no way remarkable for size or height; but here the fish-story comes in. One day he went to wash in the stream, and caught a fish that was so large, and on eating the same, he became violently ill and remained so for two months. When he recovered he found that he had made a pretty fair start in growth—was, like Mrs. Arris, almost "swelling visibly"—and he has made such progress ever since that he now stands at the rate of about three or four inches a year, and the growth was observed to be invariably most speedy immediately after an attack of illness. The "growing boy," indeed, is still growing, and no one can say where or when he may stop; since last year he has added two inches to his stature; and as he is not at present in a very good state of health, it may be presumed that the growing energy is in full play. As compared with Chang, who was fully developed and in the prime of life, Yow Shan is thin and unimpassioned, though he may yet develop into a finely-rounded and well-proportioned Titan. He is much longer in the legs than Chang, but he is comparatively weak in the upper part of the body and is not by any means strong in the chest. His head is not much, if any, larger than the usual size, and this he attributes to a very peculiar incident in the fish-story above alluded to. Having thrown away the head of the fish, it was picked up and eaten by a dog. The poor dog's head at once became so enormously large that the dog had

to be killed. Therefore, saith Yow Shan, though his body grows in an extraordinary manner, his head remains as it was—the unfortunate dog having absorbed all the element of growth from that quarter. His feet and hands are enormous, while his means, though unusually long, are by no means strong in proportion. However much of the giant's autobiography may be admitted as true, Yow Shan certainly presents the appearance of a giant in whom there is much room for improvement; and it is probable, he succeeded in growing himself into a matured and perfect colossus, he will be one of the most remarkable physical developments of the age. That a reasonable amount of pains are being taken to attain this end is apparent from the fact that, sickly as he is at present, he daily consumes a bucketful of rice which would tax the digestive powers of several ordinary men.

Police Intelligence.

(Before James Russell, Esq.)
June 23, 1877.

MENDICANCY.
Chun Asang, a coolie, was arrested by order of Mr. MacEuen for begging in the street. The defendant, however, turned out to be no beggar, but was engaged in picking up old papers in the street. Discharged.

AN INCONVENIENT DISPUTE.

Yuen Aking, a cook, was charged by Mr. Wm. Keller, an employee at the East Point Distillery, under the following circumstances. The complainant stated that yesterday at 3 o'clock the defendant came to him and said he wanted money for "chow." The complainant told him that he had no money, but that he was to get chow and that he would pay him to-day. A friend of Mr. Keller's testified with him, and they together paid \$42 for everything connected with "chow." He had paid the defendant \$31 already for the month. When he came home last night at 8.30, he saw the boy told him that the cook had gone away. He went to the kitchen and found everything was cleaned away. This morning the complainant went to No. 1 Station and made a report. He had no dinner last night, and no breakfast this morning. The pots and pans in the kitchen belonged to the complainant.

The defendant said he agreed with the complainant to supply the "chow" for \$42 and had received \$31 on account. On the 22nd he told the complainant that he had no money to "buy chow," and was told "never mind the chow." Remanded till the 25th, personal bail being accepted in \$10.

Canton.

11 p.m. 22nd June, 1877.
Referring to note of last evening, atmospheric indications are not reassuring; but suggest, rather, precautionary vigilance in observing changes during the immediate future or until the S. W. monsoon recurs.

Further particulars of the calamity at Leen Chow are transpiring here; including the drowning of a military Mandarin from this district, and confirmation of the almost incredible rise of the water of the river at the narrow gorge in the hills as 31 feet.

A Missionary Gentleman and Lady, just returned from a professional tour in the districts S. W. of this City, report the submergence of much of that portion of the country, and their consequent inability to gain access to some towns, whose gates were kept closed to exclude both floods and robbery; they, however, found the respectable classes of the people, generally, well affected.

Swatow.

20th June, 1877.
Chartered Effects.—German barque Tekli, 8,000 pounds, to Tientsin. Newchwang and back, 52 cents per picul, 32 days; German barque Condor, 8,000 pounds, to Chefoo from Swatow, 24 cents per picul, 18 days.
Arrivals.—June 14, Yesso from Hongkong, Douglas from Coast Ports; 15, Condor from Chefoo, Pei Hoo (H.C.M.S.) from Hongkong, Sea Gull from wreck of Japan; 16, Chefoo from Shanghai; 18, Lulu from Chefoo; 19, Sea Gull from Sea, 27th from Kelung, Mary Blair from Newchwang; 20, Ling Feng (H.C.M.S.) from Hongkong, Namoa from Coast Ports, and Esperance from Chefoo.
Departures.—June 14, Hornet (H.M.S.) for Amoy, Hermine for Chefoo, Douglas for Hongkong; 15, Yesso for Coast Ports, Bowsang for Shanghai; 16, Norma for Hongkong; 18, Pei Hoo (H.C.M.S.) for Amoy, Swatow for Shanghai; 19, Sea Gull for Sea; 20, Chefoo for Shanghai, and Namoa for Hongkong.
Vessels in Harbour.—Steamer: Sea Gull, Sailing: Alice Mary, Mary Blair, Lulu, Frohlich, Condor, Tekli, Princess Sarah, and Esperance. Men-of-war: H.C.M.S. Chento, Ling Feng, and H.M.S. Namoa.

Formosa.

We learn that a proclamation of which the following is a translation has been extensively circulated in the neighbourhood of Takow and in South Formosa generally:—
PROCLAMATION BY THE TAOI OF FORMOSA WITH REFERENCE TO THE INTRODUCTION OF TELEGRAPHS INTO THE ISLAND.
The roads joining the northern and southern ends of Formosa being from their necessary windings of great length, the communication of intelligence becomes im-

possible to interruption; and, although courier stations have been established along the roads, the transmission of news continues nevertheless to lack the quality of rapidity. Having had the honour to learn that a proposal has been given by the Taoi to the Governor of Formosa, for the formation of telegraphs in Formosa, the Taoi, in the name of the Chinese authorities, has employed (and even the mechanics to be employed are to be Chinese subjects)—the Taoi has despatched officers to survey a route between the Prefecture City and Takow, between which will be the first line. This will be continued to other places, and sections will be put up in the future as required. As intelligence of importance will be transmittable in a few seconds, and as mercantile men who may wish to communicate news will also be able to send messages along the wire from such places, and at such times as they may please, both officials and people will, it is presumed, be benefited.

Knowing, however, that things that are not accounted to be apt to cause suspicion to spring into existence, with the now issues this proclamation, with the contents of which he expects the entire military and civilian population under his charge to make themselves acquainted. So it now known to you that the scheme for the formation of telegraphs between the north and south of Formosa has already received the Imperial sanction; that it is to be entirely in the hands of the local Chinese officials; that it will not have the slightest prejudicial effect on the people; and that such persons as, not caring for the security of the telegraphs, will wantonly obstruct them, or will secretly steal the materials, will assuredly, when discovered, be at once arrested and punished. Not the slightest forbearance will be extended to them. Give heed hereto! Very important! A special proclamation!
23rd May, 1877.

FROM SWATOW TO CANTON.

(Continued.)
Descending the pass on the other side we found ourselves for some miles moving in a valley of paddy-fields and mud cottages alongside a tributary of the river for which we were steering our course. In some places the bed of the stream was very wide, though recent drought had reduced the actual flow of water to its narrowest limits. However, at one point in the valley we had to cross a long wooden bridge, without railing like the generalities of Chinese bridges, and in the middle about fifty feet descending from the bridge we first thought of dismounting from the chair and finding our own way across, but the bridge was six planks (about a foot each) in width, and did not seem at all formidable as we were accustomed by this time to more or less of the highest elevation, had not a string of coolies carrying large mat-packets calmly started to meet us from the other end when we were about one-third of the way across. We had seen these wretches on the opposite side and had given them credit for sense enough to wait until our chair had passed the bridge before coming on themselves. Not a bit of it. Chinaman-like they accepted the risk, leaving the issue to fate; and stepped lightly towards us as if it was the merest trifle in the world. And it might have been to them, sure-footed mountaineers, and pedestrians to boot. But to us, whose young knees knew no steeper or more dangerous climb than the kerb-stones of Holborn Hill, and suspended as we were fifty feet above the dry gravelly bed of a river with nothing but narrow planks between us and the infinite, which scant allowance we were now to reduce by just one half—to us, indeed, the prospect was anything but reassuring. At such junctures we always fancy that the senses of seeing and hearing—especially the latter—are very much intensified. The eye seems to take in the minutest details, and the ear to note every rustle that stirs the air. This may or may not be sheer imagination; at any rate the coolies approached nearer and nearer in their dread march until we were temporarily relieved by seeing them put down their packages on the bridge, as we thought at the moment, to allow us to pass them more easily, but really to give us a prolonged view of the outlandish creature in the chair. Our chair-bearers, having about a foot or two of the good, the eyes of every gaping coolie fixed upon us in a strong idiotic stare, when we saw about two yards ahead a package which the careless owner had put down cornerwise, and against which our then accurate sense of sight told us we must inevitably bump. We were not tongue-tied; we could have spoken when we first noticed it; but the recollection flashed across us that the bearers were Hakkas and would not understand a word. To speak might flurly them, and would certainly flurly us; so we decided to go on, revolving even in the short space of two feet the best method of escape, how to throw ourselves over the side of the chair, how the chair itself was going over, and similar bridge, what to do, and at last, as we were at hand, the chair crashed like a thunder-bolt against the corner of the misplaced package. The chair shivered from one end to the other, and the coolies were stopped short for a few inches. We experienced a violent rush of blood to the head, over which we had little or no control, probably because the issue was so absolutely in the hands of others. However, the coolies steadied themselves without any apparent effort; the fender was carelessly held caused us so many seconds of unutterable discomfort straightened its package to a line with the others, and we crossed the bridge in safety.

As a relief to the above scene we forthwith met two men carrying a pig in a bamboo cage shaped like a sausage. The pig's four legs hung down through the large meshes of the cage, and the expression on its face was ludicrous in the extreme. This may be the usual way of carrying pigs in the Kuang-tung province. We hope it is, and that the practice will some day become general in the empire for it is infinitely more humane than the northern system of tying the wretches on a pole with its legs and carrying it. Shortly after this we reached the Half-way House, where the chair-coolies are in the habit of taking their half-way meal. It reminded us of another Half-way House where we had once refreshed ourselves with bread and cheese and milk while passing through the beautiful country of Berkshire.

That establishment was called by the singular name of the Five Ales, which was most obligingly explained to us by a bluff-tipped rascal at the bar who told us he was a native of the place. "You see," said he, "the king governs all, the soldier fights for all, the parson prays for all, the doctor heals us all, and the lawyer cheats us all. And so they call this house the Five Ales, and I should be much pleased, Sir, to join my friend Bill here in drinking your very good health." No bread, no cheese, no beer, satisfied the craving stomach at this Half-way House, separated by ten thousand miles of sea and sky from that of them flanking up with a whiff of the invigorating opium-smoke. We walked on, hoping to escape the little mesquid and take a quiet lunch in peace. But the people would not hear of it; they determined to interview us, and closely followed at our heels. Finally we scrambled up a steep piece of rock, and there, partly hidden by a large tree and partly by our own umbrella, we managed to bolt three hard-boiled eggs, a piece of seed-cake, and half a tumbler of sherry. On we went again, up hill and down dale, but always along an excellent road which left nothing to desire. Houses became more numerous and of more extensive proportions. They were all built in the form of a square with a small courtyard in the middle, but not a single window or opening of any kind in the outer walls, except one entrance protected always by its most substantial looking door. This told its own tale; for in the plan of these detached and often solitary homesteads we read many a melancholy tale of sacked houses, murdered families, and scattered household gods. Another strange phenomenon here presented itself for solution—a suddenly and largely increased percentage of beggars. Ever on the watch to discover the real standard of material prosperity now enjoyed by the people of China, we had kept a careful account of the beggars seen with our own eyes between Swatow and the furthest point we had reached by water, namely Chien-chi, including our visit to the city of Kia-ying Chou. So far the number had amounted to only five. The people of Kia-ying Chou and its vicinity appeared indeed to be miserably poor; but poverty and starvation are not synonyms, and what we saw of the city supplied us only with a single example of the "rice-seeker" (*tsao-fu-tai*). It was after passing the temple of Han Wen-kung, situated by the way, exactly on the boundary line between the districts of Chang-lai and Lung-chien, that we were startled from a dream of full stomachs by an endless stream of destitution. We calculated that in the last twelve miles of our journey we met one beggar to every hundred yards; and yet throughout the eleven or twelve miles of road which led from Chien-chi to the temple we had not seen a solitary one. It was still a problem to us when the chair-coolies put on a sudden spur, hurried through the busy town of Lao-lung, and put us on board a large passenger-boat which was there awaiting our arrival. The first thing we did was to come into violent collision with the roof which was just about two inches too low; and this following on the fatiguing land journey just accomplished, reduced us to a state of limps that could only be removed by a well-stocked Exshaw's is the best—glass of soda-water. The next thing we did was to gaze reproachfully at the beam which had scattered our few remaining shreds, when lo! we beheld thereon a scroll of red paper bearing the usual words of welcome:—

Tai-Pow Kien-hai.

Joy when you raise your head, and the bump we had to show on the top of ours formed an excellent commentary upon the text. Apropos of the relative height of Chinese and Europeans, a Chinaman informed us only the other day that his own people were once tall and muscular, but that they had sadly deteriorated in the last few hundred years. The giants-in-those-days theory is of course common to China with the rest of the world; unfortunately they have no skeletons or armour or gunblots of the heroes of old to show them how utterly unfounded that theory is, for though Chinese civilisation may have remained stationary for many centuries we cannot believe it has ever lost a position once occupied. The Chinese themselves are never tired of saluting the wounds of to-day by a reference to their glorious Past. We laugh in our sleeve whenever we see them laying on thick layers of the unctuous flattery to their souls. We believe that at the brightest epochs of Chinese history the standard of moral purity, intellectual culture, and physical comfort, was never higher than it is at this moment, and that every day which dawns upon China is raising it more and more. The *temperament* act, otherwise known as the *temperament* act, is a rule of conduct which insisted that the peaches of his youth were finer than those of his old age, is positively the rule in China instead of being, as it now is with us, a rare and almost extinct species. With us no one is so foolish enough to wish that he had lived in the days of King Alfred or under the rule of Good Queen Bess. If he regrets all his existence in the whirl and rush of the nineteenth century, it is because he looks ahead one or two hundred years even to a further development of the resources of man and a final settlement of several undecided, though hardly doubtful, questions of the day. All this time the evening has been ebbing fast away. We have given up all chance of leaving till the morning, and devote ourselves to settling down. The boat is so large that it carries us, servants and all, a partition in the middle leaves ample space at our end for a sitting-room and bed-room with an imaginary line of demarcation between. Beyond these, and fenced off by a sliding door, is the family oratory with a small altar in it on which are placed various offerings of pork and vegetables by the Chinese proverb. We plan a sacrifice of the deadest dye, and the proverb guides us to our prey. We want a bath-room; and that sacred chamber, scene of so many heartfelt invocations and vows of innocence for the nostrils of the spirit, seems to be marked by destiny for our own. The Chinese themselves say that

"Money can move the gods!"
Chien-tung t'ung shen.
and we determined at once to put the practical value of this saying to what we imagined would be a crucial test. Need we relate the issue of our scheme? Need we inform the reader that with the aid of one shining, ringing, life-inspiring Mexican dollar, the gods were moved; and that there, in the very Presence-chamber of the Empress of the Sky, were our barbarian ablutions performed?

THE SUEZ CANAL.

ALEXANDRIA, April 30.
As already announced by telegraph, the long promised modification of the Suez Canal Dues has at last become a reality, and since the 15th inst., vessels pay, in addition to the 10s a ton, a surtax of only 2½ in lieu of the 10s a ton formerly, exacted. There is little or no doubt that, had the tariff rested on the basis fixed by the International Commission at Constantinople in 1874, this reduction ought strictly speaking to have been made some time since, when the traffic first reached the prescribed limit of 2,100,000 tons. As, however, this arrangement was modified by the convention entered into by Colonel Stokes, it is too late to insist upon its strict fulfilment; and Shipowners must accept with cheerfulness the small instalment of justice now meted out to them.

It may not be inappropriate to remark that this is the third time that the Dues have been changed since the opening of the Canal. Originally fixed, and for upwards of two years levied, at the rate of 10s the net ton (*tonneau de capacité*), the tariff gave a certain amount of satisfaction, and vessels were built and contracts entered into, on the understanding that this was to be the charge for the future. When, therefore, M. de Lesseps suddenly raised the impost 30 per cent, by substituting gross for net tonnage, the Mercantile world naturally rose in arms and protested against what seemed very like a breach of faith. The result was the appointment of the International Commission, at whose recommendation, notwithstanding the persistent opposition of the autocratic president of the company, a return was made to the net tonnage as the basis of taxation. This, nevertheless, was accompanied by a temporary surtax, which, so long as it lasted, gave M. de Lesseps in effect nearly all that he asked for, and upon this footing the matter has until the present reduction of 500, though small in itself amounts, it is scarcely necessary to point out, in the case of large Shipowners, to a very considerable sum. The saving to the Peninsular and Oriental Steam Navigation Company, alone which pays 160,000 in Canal Dues annually, will not be less than 6,000 or 7,000 a year, and the Messageries, Austrian Lloyd, and other great Companies will, of course, benefit in proportion. Whether the general public will get any advantage in the way of a reduction of fares and freights has yet to be seen, but however this may be, it is satisfactory to contemplate the gigantic surtax payable in future to the gigantic Commerce of the world, has at the same time pressed with much severity upon the Shipping Interest. The surtax which arises not so much from a consciousness that they have been overcharged, as from the high-handed manner in which they have in all questions been dealt with by the company. It must be borne in mind that the alteration in the tariff was not the only question that was touched upon by the Commission, which also expressly provided for the mode in which the tonnage was to be ascertained and established by a document known as the Board of Trade certificate, and which was to be conclusive upon the point. The conclusions of the Commission were adopted by the Ottoman Government; but nevertheless, although the Owners of vessels using the Canal went to the trouble and expense of providing themselves with this certificate, the company persisted in re-measuring each vessel, and in levying the dues in accordance with the results of such re-measurement. This grievance has been the subject of repeated remonstrance, and the delay and annoyance thereby occasioned ultimately led to the matter being brought before the House of Commons a few days ago. The declaration of the Under Secretary for Foreign Affairs then made, that the practice would in future be discontinued, however, has not been borne out by the facts, for up to the present moment the Canal Company has continued to disregard the certificates carried by steamers belonging both to the Peninsular and Oriental and the Messageries Companies, and charged

the Dues as heretofore at their own arbitrary estimate. Another matter upon which the Maritime world feels that it has not been fairly dealt with is the non-restoration by the company of the excess Dues levied between the 1st July, 1872, and the 28th April, 1874.

It may be remembered that one of the first questions taken into consideration by the commission was the legality or otherwise of the method of charging upon the gross tonnage, and that the commission (composed partly of eminent jurists) unanimously decided that it was neither legal nor warranted by the company's concession. This view was subsequently distinctly expressed by the present Secretary of Foreign Affairs. Yet in spite of this the company has steadily refused to repay the amounts thus improperly extorted. From a legal point of view their liability cannot be open to doubt. These sums, it should be remarked, have all paid under protest, and the reason why no steps have been taken to enforce the claims is attributable less to any misgiving as to their validity than to the want of a complete tribunal in which to enforce them. This difficulty, however, no longer exists, since the establishment of the new International Tribunals, which, however incapable of dealing with matters relating to the Government, are daily exercising unquestioned jurisdiction over the Canal Company. There is, I am informed, an association of Shipowners formed for the purpose of trying the support of a sufficient number of the parties interested to bring about a successful result. Should one case be decided against the company, and it is hard to see how it can be otherwise, the amounts to be refunded will be such as to seriously affect the financial position of the company, at all events, for a time. In considering the position of M. de Lesseps' undertaking from a monetary point of view, the obligation imposed on the company by Colonel Stokes' convention to spend a million of francs a year for improvements must not be lost sight of. The most important of the additional works, viz., the enlargement of the Harbour of Port Said, is, I believe, in immediate contemplation, and the occupants of the land to be dredged away received notices to quit on the 31st of March last. With reference to the other works, viz., the re-levelling of the banks with stone, the enlargement of the sidings, &c., upon the promise of which the concession of the surtax was agreed to—it is to be hoped that a proper supervision will be exercised in the interests of the Shipowners, out of whose pockets the expenses are to be defrayed. Considering the prospects of the Canal generally, it is impossible to speak otherwise than favourably. The receipts in February were 3,162,000f, or half a million more than during the corresponding period of last year; and there is but little doubt that the new fresh water canal uniting Cairo with Ismailia will bring a considerable amount of additional traffic from the interior. At the present moment, however, the political as well as the financial aspect of the Canal promises to become a matter of considerable importance, and it may not unlikely give rise to some interesting questions of International Law.

Quotations.

Hongkong, June 23, 1877.	
OPIMUM—New Patna, cash...	\$665
Old Patna, cash...	655
New Benares, cash...	640
Old Benares, cash...	650
New Malwa, cash...	675
Allowance Telis, 32 a 64	
Old Malwa, cash...	675
Allowance Telis, 32 a 44	
CAMPOR, ...	62.50 a 63.50
QUICKSILVER, ...	7.10 a 7.75
SALTPEPER, ...	

Exchange.

Bank, on demand, ...	8 1/2
30 days' sight, ...	4 1/2
6 months' sight, ...	4 1/2
Credit, ...	4 1/2
Documentary, 6 months' sight, ...	4 1/2
Bombay, demand Rupees, ...	222
Calcutta, ...	222
Shanghai, demand, ...	7 1/2
30 days, ...	7 1/2
Bar Silver, 17 dwts. 3, ...	8 prem.
Mexican, ...	28.50
Gold Leaf, ...	4.98
English Sovereigns, ...	4.98
Australian Sovereigns, ...	9 a 11
Discount, ...	

Shares.

Hongkong Bank, 87 1/2 prem.	
Union Ins. Society of Canton, 4750	
China Traders' Ins. Co., 42,600	
Chinese Insurance Co., 4240	
Yongtze Ins. Association, Ltd. 710	
A.K. Fire Ins. Co., 4570	
China Fire Ins. Co., 4150	
H.K. & W. Dock Co., 24 1/2 dis.	
H.K. & W. S.-boat Co., 6 a 7 1/2 dis.	
Shanghai Steam Navigation, Ltd. 20	
Hongkong Gas Co., 675	
Hongkong Hotel Co., 492 1/2	
Chinese Imperial Loan, 4103	

Temperatures.

Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.	
Hongkong, June 23, 1877.	
Barometer—9 A.M. ...	29.890
Do. 1 P.M. ...	29.880
Do. 4 P.M. ...	29.880
Thermometer—9 A.M. ...	88 1/2
Do. 1 P.M. ...	88 1/2
Do. 4 P.M. ...	88 1/2
Do. (Wet bulb) 9 A.M. ...	78 1/2
Do. Do. 1 P.M. ...	78 1/2
Do. Do. 4 P.M. ...	78 1/2
Do. Maximum ...	88 1/2
Do. Minimum over night	81

the Dues as heretofore at their own arbitrary estimate. Another matter upon which the Maritime world feels that it has not been fairly dealt with is the non-restoration by the company of the excess Dues levied between the 1st July, 1872, and the 28th April, 1874.

It may be remembered that one of the first questions taken into consideration by the commission was the legality or otherwise of the method of charging upon the gross tonnage, and that the commission (composed partly of eminent jurists) unanimously decided that it was neither legal nor warranted by the company's concession. This view was subsequently distinctly expressed by the present Secretary of Foreign Affairs. Yet in spite of this the company has steadily refused to repay the amounts thus improperly extorted. From a legal point of view their liability cannot be open to doubt. These sums, it should be remarked, have all paid under protest, and the reason why no steps have been taken to enforce the claims is attributable less to any misgiving as to their validity than to the want of a complete tribunal in which to enforce them. This difficulty, however, no longer exists, since the establishment of the new International Tribunals, which, however incapable of dealing with matters relating to the Government, are daily exercising unquestioned jurisdiction over the Canal Company. There is, I am informed, an association of Shipowners formed for the purpose of trying the support of a sufficient number of the parties interested to bring about a successful result. Should one case be decided against the company, and it is hard to see how it can be otherwise, the amounts to be refunded will be such as to seriously affect the financial position of the company, at all events, for a time. In considering the position of M. de Lesseps' undertaking from a monetary point of view, the obligation imposed on the company by Colonel Stokes' convention to spend a million of francs a year for improvements must not be lost sight of. The most important of the additional works, viz., the enlargement of the Harbour of Port Said, is, I believe, in immediate contemplation, and the occupants of the land to be dredged away received notices to quit on the 31st of March last. With reference to the other works, viz., the re-levelling of the banks with stone, the enlargement of the sidings, &c., upon the promise of which the concession of the surtax was agreed to—it is to be hoped that a proper supervision will be exercised in the interests of the Shipowners, out of whose pockets the expenses are to be defrayed. Considering the prospects of the Canal generally, it is impossible to speak otherwise than favourably. The receipts in February were 3,162,000f, or half a million more than during the corresponding period of last year; and there is but little doubt that the new fresh water canal uniting Cairo with Ismailia will bring a considerable amount of additional traffic from the interior. At the present moment, however, the political as well as the financial aspect of the Canal promises to become a matter of considerable importance, and it may not unlikely give rise to some interesting questions of International Law.

In the event of a Russian blockade of Port Said being established, as is quite within the bounds of possibility, it is difficult to see what remedy beyond that of diplomatic intervention the other Powers would have. The Canal is necessarily a portion of the territory of the Ottoman Empire, and, as such, liable to be seized by an enemy, notwithstanding its having been declared a neutral passage by the Act of Concession. There is, indeed, no probability of any hostile Power being so suicidal as to interfere with the working of the Canal, except for strategic purposes of a temporary nature, though the Dues to be levied might, perhaps, not only be fixed, but appropriated by the party for the time being in possession. It is nevertheless difficult to believe that either can or will allow the Canal, in which she is now so large a proprietor, to be seriously interfered with.—Standard Correspondent.

Quotations.

Hongkong, June 23, 1877.	
OPIMUM—New Patna, cash...	\$665
Old Patna, cash...	655
New Benares, cash...	640
Old Benares, cash...	650
New Malwa, cash...	675
Allowance Telis, 32 a 64	
Old Malwa, cash...	675
Allowance Telis, 32 a 44	
CAMPOR, ...	62.50 a 63.50
QUICKSILVER, ...	7.10 a 7.75
SALTPEPER, ...	

Exchange.

Bank, on demand, ...	8 1/2
30 days' sight, ...	4 1/2
6 months' sight, ...	4 1/2
Credit, ...	4 1/2
Documentary, 6 months' sight, ...	4 1/2
Bombay, demand Rupees, ...	222
Calcutta, ...	222
Shanghai, demand, ...	7 1/2
30 days, ...	7 1/2
Bar Silver, 17 dwts. 3, ...	8 prem.
Mexican, ...	28.50
Gold Leaf, ...	4.98
English Sovereigns, ...	4.98
Australian Sovereigns, ...	9 a 11
Discount, ...	

Shares.

Hongkong Bank, 87 1/2 prem.	
Union Ins. Society of Canton, 4750	
China Traders' Ins. Co., 42,600	
Chinese Insurance Co., 4240	
Yongtze Ins. Association, Ltd. 710	
A.K. Fire Ins. Co., 4570	
China Fire Ins. Co., 4150	
H.K. & W. Dock Co., 24 1/2 dis.	
H.K. & W. S.-boat Co., 6 a 7 1/2 dis.	
Shanghai Steam Navigation, Ltd. 20	
Hongkong Gas Co., 675	
Hongkong Hotel Co., 492 1/2	
Chinese Imperial Loan, 4103	

Temperatures.

Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.	
Hongkong, June 23, 1877.	
Barometer—9 A.M. ...	29.890
Do. 1 P.M. ...	29.880
Do. 4 P.M. ...	29.880
Thermometer—9 A.M. ...	88 1/2
Do. 1 P.M. ...	88 1/2
Do. 4 P.M. ...	88 1/2
Do. (Wet bulb) 9 A.M. ...	78 1/2
Do. Do. 1 P.M. ...	78 1/2
Do. Do. 4 P.M. ...	78 1/2
Do. Maximum ...	88 1/2
Do. Minimum over night	81

Portfolio.

APART.

Dear heart, I love thee so;
I turn my face
Again, again, each day
Toward thy far-off place;
I even note the way
Of clouds, if thitherward they go;
I love thee so.

The time, not by my sun
I count, but thine;
I keep the reckoning
By many a precious sign;
I know so well each thing
Thou dost; my thought can swift forerun
Thy later sun.

Oh, why are we apart?
No atom can
From atom in the earth
Remove, but jars the plan
God fashioned in its birth;
How dare we break true love's true heart,
Ging apart?

—H. H. in Atlantic Monthly.

JULIA WEEPING.

She by the river sat, and sitting there,
She wept, and made it deeper by a tear.
—Herrick.

HUMAN LIFE.

Human life
Is like a rain-dew hanging on the bough,
Amongst ten thousand of its sparkling kindred;
The remnants of some passing thunder-shower,
Which have their moments, dropping one by one;
And which shall soonest lose its perilous hold
We cannot guess.
—Johanna Battie.

He that cannot forgive others breaks
the bridge over which he must pass himself,
for every man hath need of forgiveness.
—Lord Herbert.

'Tis still observed, those men most valiant
are
That are modest ere they come to war.
—Herrick.

Patience, of all things, is the most powerful
instrument to commendable actions, and
animates us in our enterprises. —Brydger.

The passions, like heavy bodies down
steep hills, once in motion, move them-
selves, and know no ground but the bot-
tom. —Fuller.

Those are often raised into the greatest
transports of mirth who are subject to the
greatest depressions of melancholy. —Addison.

"I NEVER knew a man," says an old
writer, "who could not bear another's mis-
fortunes perfectly like a Christian," which
reminds us of an old lady who thought
every calamity that happened to herself a
trial, but every one that happened to her
friends a judgment.

The man that hails you Tom or Jack,
And proves by thumps upon your back
How he esteems your merit,
Is such a friend that one had need
Be very much his friend indeed
To pardon or to bear it. —Conger.

GOOD MANNERS.

'Tis a rule of manners to avoid exagger-
ation. A lady loses as soon as she admires
too easily and too much. In man or woman,
the face and the person lose power
when they are on the strain to express ad-
miration. A man makes his inferiors his
superiors by heat. Why need you, who
are not a gossip, talk as a gossip, and tell
eagerly what the neighbours or the journals
say? State your opinion without apology.
The attitude is the main point. Assure
your companion that, come good news or
come bad, you remain in good heart and
good mind, which is the best news you can
possibly communicate.

Self-control is the rule. You have in
this country a noisy, sensual savage, who
you are to keep down, and turn all his
strength to beauty. For example: what a
sensual and detective is laughter! It
seems to require several generations of
education to train a squeaking or a shout-
ing habit out of man. Sometimes, when
in almost all expressions the Choctaw and
the slave have been worked out of him, a
coarse nature still betrays itself in his con-
temptible squeals of joy. The great gain
is not to shine, not to conquer your com-
panion—then you learn nothing but conceit
—but to find a companion who knows what
you do not; to tilt with him and be over-
thrown, horse and foot, with utter destruc-
tion of all your logic and learning. There
is a defeat that is useful.

Then you can see the real and the coun-
terfeit, and will never accept the counter-
feit again. You will adopt the art of war
that has defeated you. You will rid to
battle horses on the very logic which you
found irresistible. You will accept the
fertile truth, instead of the solemn, custo-
mary lie. When people come to us, we
foolishly prattle, let us be hospitable.
But things said for conversation are chalk
eggs. Don't say things. What you say
stands over you the while, and thunders so
that I cannot hear what you say to the
contrary.

A lady of my acquaintance said, "I
don't care so much for what they say as I
do for what makes them say it." The law
of the table is beauty—a respect to the
common sort of all the guests. Everything
is unreasonable which is private to two or
three or any portion of the company. Tact
never violates for a moment this law; never
intrudes the orders of the house, the views
of the absent, or a tariff of expenses, or
professional privacies; as we say, we never
"talk shop" before company. Lovers
abstain from caresses, and lovers from
insults, whilst they sit in one parlor with
common friends. Would we codify the
laws that should reign in households, and
whose daily transgression annoys and
corrupts us, and degrades our household
life, we must learn to avoid every day with
poor civilities. Good manners are made
up of petty sacrifices. —Ralph Waldo
Emerson.

THE BLUE UMBRELLA.

In the language of commerce, blue, as a
color, is looking up. Strange as it may
appear, it has taken mankind over 4,000
years to discover the merits—the true blue,
as it were—of the azure ray. This is the
more strange as nature has set him an
example of her love for blue—a blue sky is
overhead—and three-fourths of the earth's
surface, "the sea, the blue, the sea," in
of that color and, as an example of the
eternal fitness of things, the prospect of a
whole nation looks particularly blue as

present. Blue eyes denote a peaceful tem-
perament; a blue light ahead signifies that
all is safety and serenity (on a railroad);
the famous blue laws, surely, sober and
a nose of blue shows a frigidity of tempera-
ment that pertains to a dweller in the
North, as the poet says to the Laplander:
"With blue, cold nose and wrinkled brow—
Traveler, whence comest thou?"

And, lastly, a man with a habitual blue
cotton umbrella overhead, is certain to be
a man of calm, untroubled demeanor, a man
whose deportment is as far above censure
as his blue umbrella is above his head.

No man with a blue umbrella is ever seen
in a hurry. He never figures in a divorce
case. He rarely has a lawsuit, and feverish
speculation enters not his thoughts. His
walk and conversation are alike slow and
circumspect, and no visionary railroad
schemes or joint stock companies emanate
from the head on which descends the sub-
dued light of a blue cotton umbrella. The
umbrella that is widely waved after a
recreative street car is not blue. No re-
spectable blue umbrella serves as a prop to
a man who is vainly searching for a key-
hole at 2 A.M. It is always the nice,
modern silk umbrella that is taken by
mistake. It is the silk umbrella that keeps
the rain alike from the just and the unjust.
It is the model umbrella that shields the
insurance agent, the lightning-rod man,
and the sewing-machine peddler; and, to
sum up the evidence, what this country
wants is to return to the honest and trust-
worthy shade of the blue cotton umbrella.
—Detroit Free Press.

DIRECTING LETTERS.

The New York postoffice has in its em-
ploy a blind clerk named Stone, whose
business is to read what to other people is
utterly unintelligible, and what is still
more, to write the addresses on envelopes
in cases where the sender has forgotten to
do it. Every letter that comes into the
post-office with a defective or illegible
superscription is sent directly to him. He
receives an average of about 500 daily. A
reporter of the New York World recently
visited Mr. Stone at his desk, and saw him
performing work that would puzzle many of
the keenest-eyed post-office experts. Letters
from German peasants whose relatives have
emigrated to this country, often come ad-
dressed like the following, but in German
script:

Herr Christian Knoebel,
89 Canal Street,
New York.

Mr. Stone pronounced this among the
easiest to decipher, as his 21 years' ex-
perience caused him to remember that letters
contain a Carroll Street. Then, turning to
the dictionaries of such cities, he was not
long in finding "Herr Christian Knoebel."
Another letter was addressed:

Mister Martin Stoppel,
Grabowel Repler-Kondl,
Kondl, Stadt, New York,
America.

"Grabowel Repler-Kondl" was quickly
translated by Mr. Stone into Cropsyville,
Rensselaer county.

The address of another envelope:
James Mayer,
New York Clin-Co.,
Phaet Po.

was as speedily rectified by writing Fayette,
Seneca county, in place of "Cin-Co., Phaet
Po."

Another directed to "Kiwany, Nord
America," was dispatched to Kewanee, Wis.
Still another letter from Fetherland was
addressed, in German, as follows:
Wohlgeloren

H Herr Josef Dwarah
Burlington at No 58
Misacollie,
America.

This was sent without delay to No. 58
Burlington street, Chicago, Illinois. And
another that came in the same mail directed
to "St. Palmires" was sent to St. Paul,
Minn.

Italians, who write to their relatives in
this country, have the peculiarity of writing
on the envelope the name of every
place at which their relatives have stopped.
One of these was as follows:

Al
Signor Carmine Bonzo
Nerve Yorche, Viches Burg
Missal
a posta
Ferma.

This was forwarded to Mr. Bonzo at
Vicksburg, Miss.

The German who directed his letter to
Friedrich Fritz
Nubrich Schenehill
America

was corrected by Mr. Stone, who sent the
letter to Sharke Hill, New Bridge Post-
office, Bergen county, N. J. One of the
bright-eyed clerks was handed a letter
addressed:

Mademoiselle
Sofie Lemieux
King sex Falls
lettre presser.

To make the letter all the more "pres-
ser," the French writer had put on two
stamps, when only one was required. The
clerk took the "Post-office Register of the
United States and Canada," and, after
looking up every name that King sex Falls
might stand for, gave it up. The letter
was then taken to Mr. Stone, who said,
after a single glance at the address, "that
letter goes to Klugey's Falls, Province of
Quebec." The letter had been posted in
Massachusetts.

SALVAGE.

THE "CALDERON" V. THE "SARFEDON."
This was a claim of Salvage brought on
behalf of the Owners, Master, and Crew of
the Calderon, a screw steamer of 608 tons
gross and 391 tons net register, with en-
gines of 80-horse power nominal, against
the Ocean Steamship Company, the Owners
of the Sarpodon, an iron screw steamer of
1,970 gross and 1,580 tons net register;
and the Charter Bank of India, Australia
and China, and the National Bank of India,
the owners of certain specie on board the
Sarpodon.

The facts of the case were, that the
Sarpodon, with a Crew of 73 hands all to d,
15 passengers, and a cargo of tea, general
goods, and specie to the amount of 25,000,
on the 4th of Sept., 1875, at 2 o'clock in
the morning, on a voyage from Port Said
to London, was about 85 miles S.W. of
Ushant, when she came into collision with
another steamer, the Julia David, by which
she was made in her port side amidships
about 30 feet in length, extending consid-
erably below the water-line. The side
house on the port side was entirely displaced,
two of the boats were disabled, and the
steering gear amidships was smashed. The
engine-room was instantly filled with water,

and the fire was extinguished. The
steamer which did the damage, and was
without rendering any assistance, and the
Crew and passengers of the Sarpodon took
to the remaining four boats and floated off
from the vessel, after firing rockets and
blue lights, which were not answered. At
daylight, the Calderon, on a voyage from
London, to Lisbon, with a cargo of general
merchandise, hove in sight when the
Sarpodon was a helpless wreck, although
still afloat, with 20 inches of water in the
after hold, 10 inches in the fore cross
bunker, and in the mainhold, and in spite
of all efforts to stop it the water gained on
the ship. The Calderon, seeing the Sarpe-
don's signals of distress, bore down to her,
and received the passengers, letters, and
eight boxes of specie on board. The Master
of the Calderon was then asked to take the
Sarpodon in tow, and two hawsers were
passed attached for that purpose; but the
wind and sea increasing, it was impossible
to steer the vessel, which was quite unman-
ageable, and she ranged alongside the
Calderon, so that it became necessary to
cut the hawsers in order to prevent a
collision. A second attempt was made to
take her in tow, and although the wind was
blowing strong and the sea running very
high, the hawsers were again made fast
between the two vessels; but the Sarpodon
was now settling down by the stern, and
the sea was breaking over her amidships,
so that it was impossible to tow her, and she
was abandoned at about 2 P.M. 70 miles to
the S.W. of Ushant. Eighty-eight per-
sons, including four women and four chil-
dren, were taken on board the Calderon
from the Sarpodon; one of them had a
broken leg, and several were suffering from
injuries or illness, and were in a pitiable
state. The Master of the Calderon was
urged to proceed at once to an English port,
when he shaped his course for Bournemouth,
and having arrived at that port in safety at
8 A.M. on the following day the Crew and
passengers of the Sarpodon were there
landed. The Sarpodon was supposed to
have gone down very shortly after she was
abandoned; her available boats were not
capable of carrying more than 60 persons
in safety, and the state of the wind and
sea was such at the time she was abandoned
that it was impossible for her boats to have
lived. The value of the specie saved was
25,000.

The case was originally heard on the 16th
of January upon the merits, the claim then
being against the Owners of the specie.
After hearing the evidence the Court
directed that the Owners of the Sarpodon
should be made parties to the suit in order
to ascertain their liability to contribute to
the Salvage remuneration.

The case now came before the Court on
further pleadings, the Charter Bank of
India, Australia, and China, and the
National Bank of India, the Owners of the
specie, claiming to be indemnified by the
Owners of the Sarpodon against any sum of
money which they might be adjudged to
pay to the Owners of the Calderon for the
services they rendered, upon the ground
that the necessity for such services was
occasioned by the bad navigation of the
Sarpodon which caused her to come into
collision with the Julia David, whereby the
passengers, Crew, and cargo were placed in
jeopardy. The defendants also claimed
that it was the duty of the Owners of the
Sarpodon to pay the plaintiffs for the
services rendered.

The defendants, the Owners of the
Sarpodon, said, in answer, that the services
of the plaintiffs were rendered under an
agreement with the Master of the Sarpodon
as Agent for her Owners and for the Owners
of the cargo, whereby the Master, as such
Agent employed the plaintiffs to render
Salvage assistance to the Sarpodon and her
cargo, her Master, Crew, and passengers,
upon the terms that they were to be paid
Salvage for their services if and so far as
their services should prove successful, and
that the Owners of the Sarpodon were not
to be liable to pay any Salvage whatever to
the plaintiffs in respect of any of the services
rendered unless the services so rendered
should be successful in saving the Sarpodon
or some part thereof, and not on any other
terms. Further, the defendants denied the
plaintiffs had any Maritime lien on the
specie so saved, but such specie and the
Owners thereof were alone liable to Salvage
in respect of the saving by the plaintiffs of
the lives of the Master and Crew. The
defendants also denied that the collision
with the Julia David occurred through any
bad navigation of the Sarpodon.

Mr. Cohen, Q.C., appeared for the
Owners of the Sarpodon; Mr. Butt, Q.C.,
with Dr. W. Phillimore, for the Owners of
the specie; and Mr. Clarkson for the Owners
of the Calderon.

His Lordship, in delivering judgment,
said: The facts of this very meritorious
case of Salvage are admitted, and are not
the subject of controversy. It has been
agreed, after a great deal of consideration,
that the only questions which it is incum-
bent upon the Court to day to decide are—
what amount of Salvage remuneration shall
be paid in consequence of the saving of life
and the saving of the specie; and also
whether any and what amount of remunera-
tion shall be awarded on the ground of a
separate engagement independent, but still
performed to the utmost of the efforts of
the Sarpodon to save herself, considered
apart from the saving of life. It has been
agreed that the other question as to the
contribution which it is proper should be
made by the Owners of the ship to the
Owners of the cargo shall stand over until
a decision of the Court of Appeal on the
merits of the collision with the Julia David
has been arrived at. Now, I have already said
that this is a case of very meritorious
Salvage; 88 lives and 25,000 worth of
specie were saved with risk to the lives of
the parties who rendered the services in the
mouth of Sept. 1875, about 85 miles off
Ushant. The Spanish vessel that rendered
these services to the English vessel was a
considerable instrument for the service.
She went out of her way considerably, and
was under two days steam, to take this En-
glish vessel safely into an English port; and
it is impossible to describe too highly a
service in which there are more ingredients
of merit than in this case. I have no doubt
that but for the success the Calderon afford-
ed these 88 lives and 25,000 of specie would
have been lost and destroyed. I shall
make an award of 4,000 as the remunera-
tion. After a great deal of consideration,
I am of opinion, in the circumstances of
this case, it would be drawing too fine a
distinction to make any difference in the
engagement to save lives and the ship, and
I shall not make any separate award of
Salvage remuneration for the engagement
that was ineffectual to save the ship herself.
The other question stands over until the
Court of Appeal has arrived at a decision,
and the apportionment will also stand over
for the same reason.

DEBUT OF NAPOLEON THE GREAT.

The month of October, 1795, opened
gloomily, darkly and calamitously for Paris.
The King, Louis XVI., had been executed;
his Queen, Marie Antoinette, had followed
him to the scaffold; Robespierre and his
associates had held the government of France
until they, in turn, had given of their blood
to swell the dreadful flood their wild
fanaticism had poured upon the land; and
now the National Convention, with Barras
for its President, sought to govern the realm
with less of anarchy and more of order,
looking for the time when they could safely
abolish the death penalty. But the rank
and rookless Jacobins, with their entire
disregard for all things orderly and humane,
were not crushed out. On the 1st of this
October of 1795, fully 30,000 of them were
in arms, sworn to overturn the government
of the Convention, and to take the conduct
of affairs in their own hands. Paris was
divided into sections, like the wards of our
American cities, and this giant insurrection
was headed by the leaders in these sections.
In the section called Lepelletier were the
most influential of these leaders, and there
was the centre, or focus, of the gathering
storm.

At length the Convention received in-
telligence of the movement, and the members
were greatly alarmed, as well they might
be. There were at least 30,000 of the
insurgents, and they were well and thor-
oughly armed. The Convention had only a
skeleton of the National Guard for defence,
and that guard numbered not more than
5,000, and not thoroughly organized at that.
Not another help could the government call
to its aid. While the Convention was yet
deliberating on the fearful situation, the
toison of revolt was sounded in the section
of Lepelletier, drums were beat, and armed
bodies began to assemble. General Menon
was sent, at the head of a considerable force,
to disperse them. He was a kind-hearted,
sympathetic man, and he attempted to reason
with the riotous leaders; and at length,
when he found they were increasing in
numbers, and that they were determined to
press on, he dispiritedly turned and fled.

This was a dark day for the Convention,
for Paris, for France! What should be
done! It was now known that the in-
surgent host had increased to 45,000 men,
and that their plans were laid for marching
upon the Convention. It meant simply an-
other carnival of blood and horror.

At this time a young man had just arrived
in Paris from Toulon. His name was
Napoleon Bonaparte. He was a General of
Brigade, and had performed great things at
the southern seaport. Barras knew him
well, had been with him at Toulon, and
knew just what sort of a man he was.

"We have but 5,000 guardsmen to set
against this overwhelming force," said Bar-
ras to the Convention; "but there is a man
in Paris whose individual presence at the
head of our Guard will render them suf-
ficient to the work. We must place General
Bonaparte in command of our national
forces."

But the Convention had great faith in
Barras, and they insisted that he should
assume the command. To this he agreed on
condition that Bonaparte should be appoint-
ed second in command under him.

Yea, had he watched narrowly all
that had been done, and all that was being
done, and who had been disgusted by the
ignominious retreat of Menon, thus giving
the insurgents the first advantage, was sent
for to come to the Convention. He came,
and was introduced by the President. The
members were surprised. Could Barras be in
earnest? They beheld in the hero of Toulon
a small, slim, pale-faced, beardless youth,
looking to be not more than eighteen or nine-
teen years of age. The President explained
to him the character of the force and arma-
ment they had at hand, and then asked:

"General Bonaparte, are you willing to
undertake, with this, the defence of the
Convention?"

"Yes!" was the only word spoken in
reply.

There was a little hesitation, and then the
President asked:

"Are you aware of the magnitude of what
you undertake to do?"

Napoleon raised himself to his full stature,
and as his eagle eye flashed upon those who
sat near the President, he seemed to have
grown to be a giant. They quailed before
the burning glance.

"I understand perfectly," he replied,
"and I am in the habit of accomplishing
that which I undertake. But one thing is
indispensable—I must have the unlimited
command—entirely untrammelled by any
orders from the Convention."

There was no time for debate. The in-
surgents were in arms and already ad-
vancing. Napoleon's terms were acceded
to and he was placed in command. It is
doubtful if the great captain ever displayed
his peculiar quality of genius, skill and
courage more emphatically than on this
occasion. He showed that the powers of
the true battle chief were not to be gained
by study; they were born with the man.

Moments were precious. As we have
already said, the insurgents, to the number
of nearly 40,000 and 50,000, and all armed,
were organized and in motion. A short
distance out from the city were forty pieces
of cannon, with their machinery intact and
casemates supplied with ammunition. This
park of artillery the insurgent leaders had
marked, and meant to secure it very soon.
They did not need the field pieces yet.
Among Napoleon's officers who served with
him and whose quality he knew, was a
young captain named Joachim Murat, whom
he despatched to secure these guns and bring
them into the city. At the head of 800
picked cavalry, Murat was quickly dashed
away at headlong speed, and he arrived at
the park just as a band of the Jacobin
soldiers, sure of the prey, had hitherto to
some of the limbers. There were no lives
lost there. Murat's charge was like a
whirlwind, and the insurgents flew before it
like chaff. The guns were conveyed safely
to Paris, and by Napoleon taken to the
Tuileries, and so placed as to sweep with
their muzzle every avenue leading to that
important quarter. In this place the
young commander caused to be stored all the
arms, ammunition and provisions which his
energetic details had found and seized in
different parts of the city.

There is no need that we should give in
detail all that Napoleon did during the
single night of the 4th of October. The
majority of our readers would gather no
information of value from the enumeration
of the fortified points and passes. Suffice it
to say that the men who had undertaken
with 5,000 men, to overcome 45,000 reckless,
desperate insurgents, did not sleep. Every
point was looked to and every post manned
under his own eye. And, mind you, he not
only planned for conquest but he planned for
reverse as well. Had he found retreat
necessary his place of retreat was selected,

and every precaution taken against surprise,
and against the coming in of munitions or
assistance to the enemy.

In the meantime the insurgent sections
were preparing for the onset. They knew
that a General Bonaparte, from Toulon, was
arranging to oppose them, but they laughed
at the idea. "Bah! what could he do against
the sections of Paris? He could only sum-
mon the Convention's guard, and for that
insignificant body they cared nothing. They
had organized an insurrectionary govern-
ment; had passed an act outlawing the
members of the National Convention, and
had established a court, or tribunal of jus-
tice, for the trial and punishment of such as
should persist in restraining their authority.
When it came to organize for military move-
ment there were not only Jacobin generals
of experience and known courage to lead
them, but many officers of the ultra royal-
ists.

We have spoken of the National Guard as
being true to the Convention, because when
they rebelled they ceased to be the national
troops. But in reality the bulk of what
might be properly termed the National
Guard, at least 30,000 of them well officered
and thoroughly armed, and led by the
veteran General Danton, were with the in-
surgents.

Napoleon had performed his marvelous
work during the night of the 4th of October.
The morning of the 5th dawned upon Paris
in arms. The alarm bells of the sections
were ringing, and from many quarters the
long roll was sounding. The insurgents
gathered rapidly, mustering at the appointed
rendezvous, and at an early hour were ready
to march. Their first point was the Con-
vention, which they meant to sweep from
existence. They laughed to scorn the idea
of serious resistance from their overwhelm-
ing numbers. They held in utter contempt
the few poor troops which the Legislative
Assembly could muster. At length the
bugle blast was sounded by Danton's
herald, and the tens upon tens of thousands
of the insurrectionary soldiers marched, with
wild, demagogic shoutings, to the work of
blood and devastation, feeling sure of an
easy victory.

In the Convention the members, some in
their seats and some gathering at the win-
dows, trembled with alarm. They heard
the yells of the infuriate mob and knew
their lives were in the issue. Could their
youthful general save them?

Napoleon as he stood by the side of a gun
near the Tuileries, looked older than he had
looked four-and-twenty hours before. Still
pale, and calm and stern, he stood, resolved
to do or die. "Let them strike the first
blow," he said, and then added, in a manner
which those who saw and heard never forgot,
"I will take the responsibility of the second."

Ere long the insurgents came in sight, in
serried, plunging masses with music sound-
ing and flags flying; came from every
quarter, completely filling the streets and
flooding every avenue. They were eager
and impatient, those in the rear trying to get
to the front that they might have one shot
at the Convention troops, for they did not
believe the meagre squad would dare to
resist the populace of Paris. On, on they
came, until the heaps of the columns were
in easy range of Napoleon's guns. On, still
further, hooting and howling and clamoring
for the blood of the members of the Con-
vention, and at length they opened the ball
of the morning with a discharge of musketry.

A discharge of musketry from the in-
surgents! It was the signal of their doom!
Instantly every cannon, charged to the fullest
capacity with grape and canister, and
commanding every approach, opened a
simultaneous, well-directed, merciless fire,
the well-drilled cannoniers reloading with
rapidity, and the captains of the guns coolly
correcting the aim—grape and canister—
cannister and grape—tearing through the
serried masses and cutting down the ad-
vancing hosts. It was terrible—it was
more than man could endure. Several times,
under brave and determined leaders, in-
surgent battalions made a stand and fought
desperately, but Napoleon, like the genius
of destruction, seemed ubiquitous. Wherever
he was needed there he was sure to be, and
under his inspiring guidance batteries of
belching cannon were wheeled into position
as if by magic; strongholds of the enemy
were overcome and whole streets were swept
from end to end.

It was terrible while it lasted; but he is
truly the most humane who puts the quickest
possible stop to bloodshed, even though he
has to fight hard to do it.

In little less than two hours from the
time of the first discharge of musketry the
last gun was fired. The victory was won;
3,000 men had vanquished more than
40,000. The insurgents were conquered and
reduced, and the Convention took a new lease
of power, which it used moderately and with
slowness toward the fallen foe, and—France
had found her hero.

THE CHINESE IN PERU.

(Colonial Intelligence.)

We have received from our correspondent
in Peru the following interesting letter
dated Dec. 5th, 1876:

"From what I have seen of the Chinese
since my arrival in this country, it is clear
that so far as they have to do with *haciendas*
or sugar estates, their lot is about exactly
the same as that which is attributed to the
imported laborers in Queensland. The
Government wish to render this as little
onerous as possible, but they will never be
able to effectually stop the abuses which all
overseers—and especially such as are
stationed in remote districts—have it in
their power to commit. Of course, there
are good as well as bad masters, and con-
sequently contented and discontented Chi-
nese. The last sugar estate I visited was
about half-an-hour's distance (by rail) from
Lima. There were 300 Chinamen, though
the estate could give employment to nearly
double that number. The *Chaoa*, or
planter's house, was reached from the
station by a carriage-road, and was built
upon one of those numerous artificial
mounds called *Huaca*, constructed by the
old inhabitants for the burial of their dead.
Surrounded by a thickish wall, so arranged
as to form a battlement, with loopholes for
musketry, the house might be looked upon
as a perfect little fortress; and such, I
believe, are the generally of the planter's
residences all over the country. These
precautionary measures are adopted against
a possible rising of the Chinese laborers,
although some attribute them to the fear
of brigands. At a distance of about a
hundred yards were the coolies' quarters—
a large quadrangle, well guarded by high
and thick walls. Adjoining it was another
smaller building, which I ascertained was
the lodging of what are termed 'free'
Chinamen—men picked up in the streets
of Lima, whose hard lot at the hands of
the police forced them into the bondage,

where, however, they get rice and shilling
a day wages. There were eighty-five Chi-
nese on the plantation, thus showing that
planters inclined to pay a reasonable price
for the work they demand Chinamen might
be induced to enter their service. The
hospital was contiguous to the warehouse,
and consisted of a long room, with row of
about fifty beds, of course of very primitive
pattern. It was well ventilated and clean.
There were only five Chinamen so sick as
to require hospital treatment. One had a
broken leg, and the rest were suffering from
fever and ague. The place was in charge
of a mulatto, who was also considered
sufficient of a medico to superintend the
pharmaceutical department and prescribe for
the sick. The stock of medicines, aid in
fact all the arrangements for the well-
being of the Chinese, were satisfactory.
They seemed contented and in excellent
bodily condition. I am sorry I do not
speak Chinese, or I might have asked some
of them whether they agreed in their
employer's statement that, on the expiration
of their five years' service, they would
renew the engagement. In a distant field
I saw the reverse of the model shown in
the fortunate celestial with chains from his
waist to the ankles—a picture that
naturally distressed me, and suggested
gloomy thoughts in connexion with the
irresponsibility of overseers. You are
aware that the traffic in these people has
entirely ceased, so, thank Heaven, whatever
cruelities they are subjected to, they will
soon come to an end. I have heard from
so many different and, what is more,
trustworthy sources, of the outrages com-
mitted on some plantations, that un-
fortunately there can be no doubt in the
matter. On the other hand, you would be
surprised to see the way some of these
Chinamen are thriving. Many of them,
originally slaves, are now in possession of
thousands of dollars, and many of the best
shops in Lima are held by them. There is
no doubt that if the cessation of Chinese
emigration continues, the country will
become immensely, for it depends almost
wholly for prosperity upon agricultural
laborers. The temporary strait might, however,
be productive of good by forcing the
lazy inhabitants to better themselves
and work for their bread. The climate is
splendid, and such as any European can
bear. It is hot, but by no means un-
bearably

To Let.

TO LET.

THE Dwelling House and Office No. 1, D'Aguilar Street, lately in the occupation of Messrs DOUGLAS LAPRAIK & Co. The Dwelling House No. 1, Alexandra Terrace. Possession from the 1st June next.

The Dwelling House No. 6, Gough Street. Possession from the 1st July next.

Apply to

DOUGLAS LAPRAIK & Co.
Hongkong, May 16, 1877.

TO LET.

HOUSE Nos. 8 and 9, Seymour Terrace, House No. 10, Albany Road, lately occupied by the Rev. H. L. Kinn. "Bismarck Villa," Pok-foo-lam, furnished.

DAVID BASSOON, SONS & Co.
Hongkong, February 15, 1877.

TO BE LET.

THE Premises No. 39, Queen's Road, late in the occupation of THE BORNZO COMPANY, LIMITED.

Apply to

TURNER & Co.
Hongkong, May 10, 1877.

POSTAL RATES.

[Subjoined we give the postal rates now in force for transmission of correspondence to all parts of the world. Detailed rules affecting the transmission of packets, parcels, &c., will be found annexed, together with a number of miscellaneous and useful notices.]

Hongkong Rates of Postage.
(Revised April 1st, 1877.)

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except book fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

N.R. means No Registration.

LOCAL AND TOWN POSTAGE.		Letters.	Registration.	Newspapers.	Books & Patterns.
Within any Town or Settlement, or between Hongkong, Canton, and Macao, in either direction,.....		2	2	2	2
Between any other two of the following places (through a British Office) viz.—Hongkong, Macao, Port of China and Japan, Bangkok, Saigon, and the Philippines, by Private Ship,.....		4	8	2	2
Between the above by Contract Mail,.....		8	8	2	4

Countries of the Postal Union.

The Union may be taken to comprise Europe, the United States, India (including Ceylon, the Straits, and Aden), Egypt, Labuan, Mauritius, Seychelles, Jamaica, Trinidad, British Guiana, and Bermuda, with all French and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are the Australasian Group, British North America, Africa (except French and Spanish Colonies), South and Central America, and the West Indies (except Jamaica, Trinidad, and British Guiana).

Postage to Union Countries.

United Kingdom and Union Countries served through London:—

	By any other route.
Letters,.....	12
Registration,.....	12
Newspapers,.....	4
Books and Patterns,.....	4

Other Union Countries:—

Letters,.....	12
Registration,.....	8
Newspapers,.....	2
Books and Patterns,.....	4

Postage to Non-Union Countries.

W. Africa, Falkland Islands, Lagos, Gold Coast, Liberia, Sierra Leone, Gambia, Cape Verde Islands:—

Letters,.....	26
Registration,.....	12
Newspapers,.....	6
Books and Patterns,.....	10

Canada, Vancouver's Island, Prince Edward's Island, New Brunswick, Newfoundland, Nova Scotia, Honolulu (N.R.), and Hawaii (N.R.):—

Letters,.....	20
Registration,.....	12
Newspapers,.....	6
Books and Patterns,.....	8

W. Indies, Buenos Ayres, Costa Rica, Colombia (U.S.), Guatemala, Gray Town, Hayti, La Guayra, Mexico, Montevideo, New Granada, Panama, Patagonia, Uruguay, and Venezuela:—

Letters,.....	38
Newspapers,.....	6
Books and Patterns,.....	10
Registration,.....	12
Books and Patterns,.....	12

Bolivia, Chili, Ecuador, and Peru:—

Letters,.....	50
Newspapers,.....	8
Books and Patterns,.....	12
Registration,.....	None.

Brazil:—

Letters,.....	32
Registration,.....	8
Newspapers,.....	6
Books and Patterns,.....	9

Any publication fulfilling the conditions hereafter named can pass as a newspaper.

The conditions are as follows:—

1st. The publication must consist wholly or in great part of political or other news, or of articles relating thereto, or to other current topics, with or without advertisements.

2nd. It must be published in numbers at intervals of not more than 31 days, and must be printed on a sheet or sheets unstitched.

3rd. The full title and date of publication must be printed at the top of the first page, and the whole or part of the title and the date of publication at the top of every subsequent page; and this regulation applies to Tables of Contents and Indices.

4th. A supplement must consist wholly or in great part of matter like that of a newspaper, or of advertisements, printed on a sheet or sheets, or a piece or pieces of paper, unstitched; or wholly or in part of engravings, prints, or lithographs illustrative of articles in the newspaper. The supplement must be published with the newspaper, and must have the title and date of publication of the newspaper printed at the top of every page; or, if it consists of engravings, prints, or lithographs, at the top of every sheet or side.

A packet containing two or more newspapers is not chargeable with a higher rate of postage than would be chargeable on a book packet of the same weight.

A newspaper posted unpaid, or a packet of newspapers posted either unpaid or insufficiently paid, is treated as an unpaid or insufficiently paid book packet of the same weight.

The postage must be prepaid either by an adhesive stamp, or by the use of a stamped wrapper.

No newspaper can now be sent through the post a second time for the original postage. For each transmission a fresh postage is required.

Every newspaper must be posted either without a cover (in which case it must not be fastened, whether by means of gum, wafer, sealing wax, postage stamp, or otherwise) or in a cover entirely open at both ends, so as to admit of easy removal for examination. If this rule be infringed the newspaper is treated as a letter.

Every newspaper must be so folded, as to admit of the title being readily inspected.

A newspaper or packet of newspapers which contains any enclosure except supplements is charged as a letter, unless the enclosure be such as might be sent at the book rate of postage, and the entire packet be sufficiently prepaid as a book packet, in which case it is allowed to pass.

A newspaper which has any letter, or any communication of the nature of a letter, written in it or upon its cover, is charged as an unpaid or insufficiently paid letter.

No packet of newspapers may be above 5 lbs. in weight, nor above two feet in length, one foot in width, nor one in depth.

A book-packet may contain any number of separate books or other publications (including printed or lithographed letters), photographs (when not on glass or in cases containing glass or any like substance), drawings, prints, or maps, and any quantity of paper, or any other substance in ordinary use for writing or printing upon; and the books or other publications, prints, maps, &c., may be either printed, written, engraved, lithographed, or plain, or any mixture of these. Further, all legitimate binding, mounting, or covering of a book, &c., or of a portion thereof, is allowed, whether such binding, &c., be loose or attached; as also rollers in the case of prints or maps, markers (whether of paper or otherwise) in the case of books, pens or pencils in the case of pocket-books, &c., and, in short, whatever is necessary for the safe transmission of such articles, or usually appertains thereto; but the binding, rollers, &c., must not be sent as a separate packet.

Circulars.—i.e., letters which are intended for transmission in identical terms to several persons, and the whole or the greater part of which is printed, engraved, or lithographed, may also be sent by book post.

But a book-packet may not contain any letter, or communication of the nature of a letter (whether separate or otherwise), unless it be a circular-letter or be wholly printed; nor any enclosure sealed or in any way closed against inspection; nor any other enclosure not allowed by Rule 6. If this rule be infringed, the entire packet is charged as a letter.

A book-packet may be posted either without a cover (in which case it must not be fastened, whether by means of gum, wafer, sealing wax, postage stamp, or otherwise) or in a cover entirely open at both ends, so as to admit of the contents being easily withdrawn for examination; otherwise it is treated as a letter. For the greater security of the contents, however, Postmasters being authorized to cut the string in such cases, although if they do so they must again tie up the packet.

No book-packet may be above 5 lbs. in weight, nor above 24 inches in length, 12 inches in width, or 12 inches in depth, unless it be sent to or from one of the Government offices.

When, owing to a great and unusual influx of letters, books, &c., the transmission or delivery of the letters would be delayed if the whole mail were dealt with without distinction, book-packets may be kept back till the next despatch or delivery.

The limit of size for a book-packet addressed to any place abroad is 24 inches in length and 12 inches in width or depth. **Exceptions.**—No packet for Algeria, Azores, Cape de Verde Islands, France, Madeira, or Portugal, or for Egypt, Syria, or Turkey, when sent by French Packet, must be above 18 inches in length, width, or depth.

PATTERNS.

They must not be of intrinsic value. This rule excludes all articles of a saleable nature, and indeed whatever may have a value of its own, apart from its mere use as a pattern; and the quantity of any material sent ostensibly as a pattern must not be so great that it can fairly be considered as having on this ground an intrinsic value.

Pattern and Sample Post to colonies and foreign countries is restricted to bond fide trade patterns or samples of merchandise.

Goods sent for sale, or in execution of an order (however small the quantity may be), or any articles sent by one private individual to another, which are not actual patterns or samples, are not admissible. Patterns or samples, when practicable, must be sent in covers open at the ends, and in such a manner as to be easy of examination. But samples of seeds, drugs, and such like articles, which cannot be sent in covers of this kind,—but such articles only,—may be posted enclosed in boxes, or bags of linen, of other material, fastened in such a manner that they may be readily opened; or, in the case of seeds, &c., for the United States of America, Holland, and its possessions, Belgium, Denmark, Greece, Portugal and its possessions, and Switzerland, the bags entirely closed, provided such closed bags are transparent, so as to enable the Officers of the Post Office readily to satisfy themselves as to the nature of the contents.

There must be no writing or printing upon or in any packet except the address of the person for whom it is intended, the address of the sender, a trade mark or number, and the price of the articles. Samples of intrinsic value must not be sent to any foreign country except United States; and in the case of France samples of seeds, raw or thread silk, woolen or goats' hair thread, vanilla, saffron, carmine, or hainglass, are considered to fall under this rule if they weigh more than three ounces; and up to this weight raw and spun silk, as well as coloured and twisted silk, may be sent to Germany.

The rule which forbids the transmission through the Post of any article likely to injure the contents of the Mail Bags or Boxes, or the person of any Officer of the Post Office, is, of course, applicable to the Pattern Post; and a packet containing anything of the kind will be stopped, and not sent to its destination. Articles such as the following have been occasionally posted as Patterns, and have been detained as unfit for the Post, viz: Metal boxes, porcelain and China, fruit, vegetables, bunches of flowers, cuttings of plants, spurs, knives, scissors, needles, pins, pieces of machinery, sharp pointed instruments, samples of metals, samples of ore, samples in glass bottles, pieces of glass, acids of various kinds, curry combs, copper and steel engraving plates, and collection of all kinds.

Such articles as scissors, knives, razors, forks, steel pens, nails, keys, watch machinery, metal tubing, pieces of metal or ore, provided that they be packed and guarded in so secure a manner as to afford complete protection to the contents of the mail bags and to the Officers of the Post Office, while at the same time they may be easily examined, may be sent as samples to the following countries, but to these alone, viz: the Azores, Belgium, Cape de Verde Islands, Denmark, Egypt, Germany, Holland, Madeira, Moldavia, Norway, Portugal, Sweden, Switzerland, Turkey, United States, Wallachia, and the British Colonies. Indigo cannot be sent to any place abroad.

A packet of patterns or samples sent to the Azores, Cape de Verde Islands, France, Madeira, Portugal, or by French Packet, to Turkey, Syria, or Egypt, must not exceed 18 inches in length, width, or depth; a packet to any other place abroad must not exceed 24 inches in length or 12 inches in width or depth.

To provide the greatest possible facilities for posting Correspondence for Europe, &c., up to the latest moment before the departure of the French Packets, arrangements have been made for receiving at the Post Office late letters—except those to and through Australia—from 11.16 a.m. to 11.30 a.m. Each letter must bear a late fee of 18 cents extra postage.

The above arrangement is intended to meet occasional emergencies, and not for the regular posting of extensive correspondence. Should it be found, therefore, that large and unmanageable numbers of letters are habitually thrown upon the Department at the latest moment, a heavier late fee will be imposed.

A similar supplementary Mail will be made up for Shanghai by the English and French Contract Steamers, the late letters being received from 10 minutes after, up to half an hour after the time of closing. The late fee will also be 18 cents.

REVISED TARIFF OF CHARGES ON CORRESPONDENCE FORWARDED BY THE ABOVE PACKET TO CANADA, THE WEST INDIES, SOUTH AMERICA, &c.

Letters, &c., can be posted for Canada, the West Indies, and other places named below, if sufficient American Stamps are added to prepay them from San Francisco to destination. American Stamps are sold at this Office.

The charge for Registry is 8 cents in Hongkong Stamps, and 10 cents in U.S. Stamps to those places only the names of which are printed in Italics. To all the other places named correspondence cannot be Registered through, but only to San Francisco (8 cents).

The following are the charges on Correspondence thus sent:—

	Hongkong U.S. cents.	Stamps cents.
Letters, per half ounce,.....	18	18

Canada, British Columbia, New Brunswick, Nova Scotia, Prince Edward's Island, Vancouver's Island, Bahamas, Nassau, New Providence,.....

Letters,.....	12
Registration,.....	3

Argentina, Buenos Ayres, Bahia, Brazil,.....

Letters,.....	12
Registration,.....	6

Hawaii, Newfoundland,.....

Letters,.....	12
Registration,.....	6

Guatemala, Marquesas Is., Mexico, Salvador, Tahiti,.....

Letters,.....	12
Registration,.....	10

Bolivia, Chili, Ecuador, Peru,.....

Letters,.....	12
Registration,.....	13

Argentina Confederation, Buenos Ayres, Paraguay, Uruguay,.....

Letters,.....	12
Registration,.....	27

convenience of those who may wish to post by the Pacific Route to Canada, the West Indies, and other places named below.

For the present no large quantities of these Stamps can be applied, nor is it undertaken that every denomination can be kept in hand.

Miscellaneous Notices.

Indian Correspondence.

Unpaid Letters are not received for the Indian Mail Packets.

The Pre-payment of correspondence for the Straits, India, Ceylon, and Aden is compulsory by whatever opportunity it is forwarded.

Registration to Bangkok.

Her Britannic Majesty's Consul General for Siam has been good enough to make arrangements by means of which correspondence can be Registered to Bangkok, at the usual charge of 8 cents.

Soldiers' and Sailors' Letters.

Privates in H. M. Army or Navy, Non-commissioned Officers, Army Schoolmasters (not superintending or First Class) or Schoolmistresses may send half-ounce letters to the United Kingdom via Marseilles by French Packet, for one penny; or via Brindisi by British Packet for three-pence. Hongkong stamps will prepay this class of correspondence exactly the same as Imperial Stamps.

Soldiers' and Sailors' letters are, however, charged as ordinary letters if they do not conform to the following regulations:—

1. Not to exceed half an ounce. No double letters are allowed.

2. If from a Soldier or Sailor, his class or description must be stated in full on the letter, and the commanding Officer must sign his name, with name of Regiment, or Ship, &c., in full.

3. If to a Soldier or Sailor, his class or description must be stated in full, with name of Regiment, or Ship, &c., in full.

* But not Warrant Officers, viz., Assistant Engineer, Gunner, Boatswain, or Carpenter.

Communication with Batavia.

The Netherlands India Packets leave Singapore fortnightly, and are fitted to the arrival of the outward P. & O. Mail from Europe.

The French Packets for Batavia wait at Singapore for the Packet from China and run fortnightly.

It follows that, to forward Correspondence to Batavia with the least delay, the following are the best opportunities:—

In the S.W. Monsoon.

The English Mail.

The French Mail.

In the N.E. Monsoon.

A Private Steamer a few days before the English Mail.

The French Mail.

The Post Office is not, by law, responsible for any loss or inconvenience which may arise from the non-delivery, mis-sending, or mis-delivery of any letter, book, or other postal packet (even if the packet be registered); nor is the Post Office responsible for any injury which a packet may sustain during its transmission.

To guard against such injury all postal packets which are likely to suffer from stamping or from great pressure should be placed in strong covers; and even with this precaution no fragile article should be sent through the Post. It should be remembered that every packet has to be handled several times; that it is exposed to considerable pressure and friction in the mail bag; and that, whenever the bag has in the course of its transmission to be transferred by means of the railway apparatus, the risk of injury is much increased.

No information can be given respecting letters which pass through a Post Office except to the persons to whom they are addressed; and in no other way is official information of a private character allowed to be made public. A Postmaster may, however, give an address if he has no reason to believe that the person whose address it is would disapprove of his doing so.

Postmasters are not allowed to return any letter or other packet to the writer or sender, or to any one else, or to delay forwarding it to its destination according to the address, even though a request to such effect be written thereon.

Postmasters are not bound to give change, nor are they authorized to demand change; and when money is paid at a Post Office, whether as change or otherwise, no question as to its right amount, goodness, or weight can be entertained after it has been removed from the counter.

Postmasters are not bound to weigh any letters or other packets for the public, but they may do so if their duty be not thereby impeded.

The practice of sealing letters passing to and from the East and West Indies, and other countries with hot climates, with wax (except such as is specially prepared), is attended with much inconvenience, and frequently with serious injury, not only to the letters so sealed but to the other letters in the mail, from the melting of the wax and adhesion of the letters to each other. The public are therefore recommended, in all such cases, to use either wafers or gum, and to advise their correspondents in the countries referred to, to do the same.

The registration of a packet makes its transmission much more secure, inasmuch as, under ordinary circumstances, a registered packet can be traced through its whole course; and thus the loss of a registered packet is a very rare occurrence. Nevertheless large sums of money or other articles of great value should not be sent through the post, even if the packet be registered; as the machinery of the Department is not arranged with a view to such transmission.

By law, the Post Office is not responsible for the safe delivery of registered packets; though an officer who may neglect his duty on this point will be called to strict account. Sent in unregistered letters, valuable articles are exposed to risk, and offer a temptation which ought not to be created; and the Department cannot in any way undertake the safe conveyance of such packets. All inland or colonial letters, therefore, which contain coin, and all inland letters which contain watches or jewellery, even though they be posted without registration, are treated as registered, and charged on delivery with a double registration fee of eightpence in addition to the ordinary postage; and any such letters which cannot be registered in time to be forwarded by the Mail for which they are posted are detained for the next despatch, even if the letter do not contain any article

of intrinsic value, it should, if it be very important, be registered.

Most countries to which Hongkong forwards Correspondence having joined the General Postal Union or being probably about to do so, it is necessary that the following rules be strictly observed:

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—

Books and Papers—to British Offices, 5 lbs.; to the Continent, &c., 2 lbs. Patterns—to British Offices, 5 lbs. if without intrinsic value; to the Continent, &c., 8 oz.

4. The following articles cannot be sent by Post at all: Glass, Liquids, Gunpowder, Matches, Candles, Soap, Indigo, Dye-stuffs, or whatever is dangerous to the Mails, or offensive or injurious to persons dealing with them.

PAYMENTS.—The public is reminded that, in China and Japan, there is no such thing as Parcel Post. Much trouble and disappointment is caused by persistent attempts to send small valuable trifles through the Post. Fans, Curios, Articles of Dress, Fancy Work, and similar presents are continually being refused, the senders having often spent more in Postage than would have paid the freight by steamer. No refund can be made on such parcels of the value of Stamps obliterated before the nature of the contents was discovered.

PATTERNS.—Some difficulty is experienced in obtaining a general understanding of what is a Pattern. It is a bond fide sample of goods which the sender has for sale, or of goods which he wishes to order. It is to consist of the smallest possible quantity compatible with showing what the goods are, and must have no intrinsic value.

To provide means of remitting small sums of money to or from this Colony and between the Ports of China and Japan, the Postmasters and Agents of this Office will in future be allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.

Between Hongkong and Shanghai, or Hongkong and Yokohama, however, in either direction, Money-Orders must be used.

The Stamps tendered for sale must not exceed \$25 in value, must be perfectly clean, in good condition, and in strips of at least two, as no separate Stamps will be purchased. They must be presented personally or accompanied by a note.

The Postmaster or Agent may postpone purchasing if his public funds in hand are not sufficient, and he will refuse to purchase in any case which appears doubtful or suspicious. He is allowed to charge a Commission of one per cent on all Stamps purchased.

Letters containing Stamps should be Registered, and the Stamps should be secured from observation.

During the N.E. Monsoon, the Charterers and Agents of sailing ships for Manila, Saigon, Bangkok and Singapore are requested to give notice to this Office of the departures of such ships.

No correspondence will be forwarded by sailing vessel but such as is specially so directed.

Correspondences for New Zealand may be forwarded via Torres Straits when specially directed for that route, otherwise it will be sent by way of Galle.

Money Order Regulations.

1.—Money Orders on the United Kingdom are issued at Hongkong, Shanghai and Yokohama. Shanghai and Yokohama also issue on Hongkong and vice versa.

2.—Small sums may be remitted between the other Ports by means of Postage Stamps.

3.—Many Money Orders are supplied to residents at the smaller Ports in this way. An application for an order* is filled up, and is enclosed with a stamped, directed, and unsealed envelope to the Postmaster at the nearest issuing office. The application must be accompanied with the full amount (including commission) in cheques, postage stamps, or other equivalent of cash, and a little margin should be left for variations of exchange. The Postmaster issues the order, sends it on in the envelope, and returns the change, if any, by first opportunity, with a receipt for the letter, if it were to be registered, as it always should be. Care should be taken to send these applications in time, as the Money Order Offices close some hours before the departures of the mails.

4.—No order must exceed £10, or include any fraction of a penny. Orders will be drawn at the current rate of the day and paid at the rate of the day when the advice arrived.

The commission is as follows:—

Orders on the United Kingdom.	Up to £2,.....	18 cents.
" 25,.....	36	
" 50,.....	54	
" 100,.....	72	
Local Money Orders.	Up to \$25,.....	15 cents.
" 50,.....	30	

5.—List of Money Order Offices in the United Kingdom may be consulted at Hongkong, Shanghai, and Yokohama.

6.—Names must be given in full (except when there is more than one Christian name) but the name of the Payee need not be given if the order be crossed (as cheques are crossed). It can then be paid only through a Bank, and may afterwards be specially crossed to any Bank.

7.—No order can be paid till the Payee have signed it in the proper place. An order can be transferred to another office on payment of an additional commission. In case of loss of an order, necessity for stopping payment, or the like, application should be made to the nearest Money Order Office for instructions.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to the Novelty Iron Works.
 3. From Novelty Iron Works to the Harbour Master's Office.
 4. From Harbour Master's to the P. and O. Co.'s Office.
- Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf to the Naval Yard.
 7. From Naval Yard to the Pier.
 8. From Pier to East Point.

Vessel's Name.	Anchor.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Adria	2 h	Breeze	Brit. str.	781	June 22	Ah Yon	Shanghai	Wanchai Pier
Amboto	7 h	Brown	Brit. str.	973	June 21	Meyer & Co.		
Bellona	5 h	Ahrens	Ger. str.	689	June 22	Wm. Pustan & Co.		
Caribbrooke	2 h	Scott	Brit. str.	986	June 22	Bun Hing		
Cheang Hock Klan	2 h	Webb	Brit. str.	966	June 21	Soon Cheong & Co.	Swatow and Amoy	To-day
Cyprenes	4 h	Wood	Brit. str.	1280	June 20	Gibb, Livingston & Co.	Saloon	at daylight
Dale	2 h	Thompson	Brit. str.	645	June 18	Yuen Fat Hong	Bangkok	MoD's Slip
Dea	...	Blanco	Span. str.	222	June 3	Remedios & Co.	Shanghai	
Galacia	5 h	Johnson	Brit. str.	1280	June 22	Wm. Pustan & Co.		
Meca	4 h	Johnson	Brit. str.	687	June 19	Top Kee & Co.		
Namoa	6 h	Punhard	Brit. str.	862	June 21	Douglas Lapraik & Co.	Coast Ports	Ab'deen Dock
Penedo	6 h	Cain	Brit. str.	652	June 18	A. Mcg. Heaton	Manila	To-day
Spartan	2 h	Cooper	Brit. str.	987	June 22	Jardine, Matheson & Co.		
State of Louisiana	4 h	Johnston	Brit. str.	1216	June 9	Jardine, Matheson & Co.	Yokohama	
Thales	...	Coles	Brit. str.	820	May 29	Douglas Lapraik & Co.		
Volga	5 h	Rolland	Foh. str.	1063	June 20	Messageries Maritimes	Yokohama	K'loong Dock
Wahl	5 h	Hunter	Brit. str.	265	June 9	Landstein & Co.	Holhow	To-day
W. Cores de Vries	5 h	Welner	Brit. str.	334	June 4	Hok Moh Leong		
Yesso	5 h	Ashton	Brit. str.	589	June 23	Douglas Lapraik & Co.	Coast Ports	26th, noon
Yungching	4 h	Gibson	Chl. str.	661	June 22	C. M. S. N. Co.	Shanghai	To-day
Sailing Vessels								
A. E. Vidal	8 h	Schreiker	Ger. bge.	420	June 17	Wieler & Co.	Tientsin	Cleared
A. S. Davis	2 h	Ford	Amer. str.	1399	June 19	P. & O. S. N. Co.		
Anazi	4 h	Hill	Brit. bge.	468	June 4	Adamson, Bell & Co.		
Bianca Portia	4 h	Tancredi	Ital. bge.	686	June 22	Landstein & Co.		
Brenner	4 h	Buzzell	Ital. bge.	784	June 5	Carlowitz & Co.		
Brown Brothers	1 h	Goodell	Amer. str.	1483	June 9	P. & O. S. N. Co.		
Canton	2 h	Knausan	Siam. str.	401	June 22	Wm. Pustan & Co.		
Cap Horn	3 h	Möller	Ger. bge.	779	June 22	Wm. Pustan & Co.		
Cheng Hoon	2 h	Cheng Sang	Siam. str.	200	April 30	Ohlson & Co.		
Chinaman	7 h	McKenzie	Brit. bge.	680	May 21	Russell & Co.	London	Wanchai Pier
Daphne	...	Arendrup	Brit. str.	954	June 13	Meyer & Co.		Jardine's Slip
Dauphine	...	Lellionnals	Foh. bge.	327	May 28	Order		Cleared
Diamant	...	Ackermann	Ger. bge.	286	June 5	Wm. Pustan & Co.	Foochow	
Fleetwing	4 h	Guest	Amer. str.	629	May 7	Olyphant & Co.	New York	Ab'deen Dock
Formosa	...	Hyland	Brit. bge.	915	May 29	Russell & Co.	San Francisco	
Friedrich Perthes	7 h	Kayser	Ger. bge.	480	June 4	Sienssen & Co.		
Gryfe	4 h	Roberts	Brit. str.	1068	May 24	Vogel, Hagedorn & Co.	San Francisco	
Harriet N. Carlton	4 h	Harkness	Amer. bge.	872	May 29	Russell & Co.	Honolulu	
Hannah Law	4 h	Greig	Brit. str.	1299	April 28	Vogel, Hagedorn & Co.	New York	
Highlander	4 h	Hutchinson	Amer. str.	1352	May 18	Vogel, Hagedorn & Co.	New York	
Hongkong	1 h	Oom	Ger. str.	208	May 20	Arnhold, Karberg & Co.	Foochow	Cleared
Iris	4 h	Ritter	Ger. bge.	508	May 18	Arnhold, Karberg & Co.	Touron	Cleared
Kandahauer II.	2 h	Zeeth	Dut. str.	1114	June 16	Melchers & Co.		
Leicester	8 h	Caddy	Brit. str.	1808	May 24	Order		
Lizzie H.	2 h	Babson	Amer. bge.	898	June 6	Melchers & Co.		
Lotterer	8 h	...	Amer. str.	45	Aug. 13	Insurance Cos.		
Mario Louise	2 h	Guiboux	Foh. bge.	425	June 22	Carlowitz & Co.		
Matchless	8 h	Daves	Amer. str.	1198	June 22	Douglas Lapraik & Co.		
Onaka	3 h	Loew	Brit. bge.	527	June 18	Meyer & Co.		
Palatine	3 h	Stoeroff	Brit. bge.	593	June 5	Melchers & Co.		
Penola	3 h	Lunt	Amer. str.	597	June 4	Kin-tye & Co.		
Polynesia	2 h	Schwauer	Ger. str.	985	June 18	Sienssen & Co.		
Robt. Handerson	2 h	Gunn	Brit. bge.	558	June 9	Vogel, Hagedorn & Co.	London	
Roderick Hay	4 h	Nicolson	Brit. bge.	290	June 8	Chinese		
Rosina	3 h	Hansen	Amer. str.	406	Feb. 28	Arnhold, Karberg & Co.		For Sale
Rottendam	3 h	Dik	Dut. bge.	760	May 25	Melchers & Co.		
Stanfield	4 h	Dudley	Brit. bge.	576	June 16	Order		
Stracathro	4 h	Miller	Brit. str.	1159	May 18	Russell & Co.	San Francisco	
Thomas Lord	8 h	Hall	Amer. str.	1316	April 12	Vogel, Hagedorn & Co.	New York	
Trevelan Family	8 h	Brown	Brit. str.	199	June 9	Chinese		
Victory	3 h	Whiting	Brit. str.	255	June 17	Chinese	Tientsin	
WHAMPOA								
Bombay	...	Smith	Brit. str.	749	May 9	P. & O. S. N. Co.		
Helionimus	...	Biehl	Ger. bge.	425	June 21	Wieler & Co.		
Hieronimus	...	Koch	Brit. str.	282	June 22	Landstein & Co.		
CANTON								
Ningpo	...	Cass	Brit. str.	761	June 21	Sienssen & Co.	Shanghai	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Curlew	5 h	British	gun vessel	774	3	160	May 4	E. J. Church
Hari	6 h	British	gun vessel	465	4	120	May 6	H. N. Hood
Loi Tay	2 h	Annammitt	gunboat	1200	...	...	June 9	M. Letreire
Meeanee	6 h	British	military hospital	2591	...	...	...	...
Moorehen	6 h	British	gunboat	420	4	60	May 28	John Hope
Patino	6 h	Spanish	transport	1200	...	...	Feb. 23	Rapello
Victor Emanuel	6 h	British	Commodore's flag-ship	3087	2	...	...	Commodore Watson

HONGKONG, MACAO AND CANTON RIVER STEAMERS.

Name.	Tons.	Captain.	Owners.
Fame	117	Stopani	H. & W'pos Dock Co.
Fai Wan	...	...	Capit. Sands
Hoang	700	Martin	Butterfield and Swire
Kin Shan	457	Cary	H. O. & M. S.-boat Co.
Kiu Kiang	617	Bennett, T.	H. O. & M. S.-boat Co.
Linta	69	...	Kwok Acheong
Powan	1890	Lefevre	H. O. & M. S.-boat Co.
Shada	37	...	P. & O. S. N. Co.
Sir J. Jeejeebhoy	101	...	Kwok Acheong
Spark	140	Hoyland	H. O. & M. S.-boat Co.
White Cloud	280	Bennett, A.	H. O. & M. S.-boat Co.
Yotai	180	Browne	Kwok Acheong

CHINESE GUN-VESSELS IN CANTON WATERS, &c.

Name.	Tons.	Guns.	H. P.	Commander.
An-lan	431	7	...	J. Godall
Chen-jui	28	1	...	E. F. Collins
Ching-po	150	...	...	Wan Lum Wan
Ching-sing	...	...	...	E. Choy
Chun-hai	230	6	...	...
Peng-chou-hai	600	5	400	A. Fry
Quong-on	180	3	60	Li Ping Tye
Shen-chi	150	5	...	H. Wade
Sui-tsing	...	...	...	Stewart
Tehing-tsing	180	6	60	Bessard
Tien-po	150	6	...	C. De Longueville
Wing-po	600	3	150	Lam Man Wo

FOOCHOW SHIPPING IN PORT.

June 18, 1877.

MERCHANT STEAMERS.

Conquest	for Wenchow
Delta	British steamer
Gamma	British steamer
Flours Castle	for London
Namoa	for Hongkong
Penguin	for London
Viking	for London

MERCHANT SAILING VESSELS.

Aina	for Melbourne
Carl Ludwig	for Dunedin
Hadda	German barque
Rhoda	for Sydney
Wm. Manson	for Australia
Woolahra	for Shanghai

SHIPPING IN SHANGHAI HARBOUR.

June 16, 1877.	
MERCHANT STEAMERS.	
*Amazon	French
Obin-se	Chinese
Diomed	for London
Europe	British
Francis I.	French
Fusiyama	Chinese
Glegyle	for London
H. O. Orsted	Danish
Han-kwang	Chinese
Hanyang	British
Honan	Chinese
Kiang-plat	Chinese
Kiang-wae	Chinese
Lee Yuen	Chinese
Nanking	American
*Ningpo	British

MERCHANT STEAMERS.	
Boochow	American
Ta-yen-fung	American
Tohwan	British
Tunshi	British
MERCHANT SAILING VESSELS.	
Albert Victor	British barque
Alma	American barque
Carrington	British barque
Charley	British barque
Fitzroy	for London
Forward Ho	for London
H. Bremier	German schooner
John Milton	British ship
John Nicholson	British ship
Katie Flickinger	American barque
Lady Bowen	British barque
Lauderdale	British ship
Lunan	British barque
Oceanic	British barque

HONGKONG MARKET PRICES.

Corrected to Saturday, June 23, 1877.

At 1110 Cash per Dollar Mexican.

P. and O. Co.

Highest. Lowest.

Cash. Cash.

Butcher Meat.

Bacon, English, lb. 450 400

Ame. Sugar cured, 300 260

Fochow, 180 140

Beef, sirloin and prime cut, oy. 160 150

Beef Corned, catty 150 140

Rosat, 150 140

Soup, 100 90

Steak, 160 150

Bullocks' Brains, per set 60 50

Tongue, fresh, each 275 250

Head, 320 300

Heart, 600 500

Hump, Salt, 150 140

Feet, 110 100

Kidneys, 50 40

Tail, 60 50

Liver, catty 100 90

Tripe (undressed), catty 80 60

Calves' Head and Feet, set 500 400

Hams, American, lb. 300 280

Chinese, 180 170

English, 360 340

Mutton Chop, 180 160

Leg, 180 160

Shoulder, 140 120

Liver, 180 160

Pigs' Chittlings, catty 60 50

Feet, 100 90

Fry, 110 100

Head, 90 80

Heart, 60 50

Kidneys, 80 70

Liver, lb. 100 80

Pork, Chop, catty 150 140

Corned, 130 120

Leg, 150 140

Fat or Lard, 110 100

Sheep's Head and Feet, set 340 320

Heart, 50 40

Kidneys, 80 70

Smoking Pigs, 1750 1600

Veal, catty 140 120

Oapona, catty 250 220

Ducks, catty 140 120

Eggs, Hen, doz. 100

Duck, 100

Salt, 120

Fowls, catty 180 160

Geese, 120 110

Partridges, each 350 300

Pheasants, Canton, pair \$1.80

Pigeons, each 150 140

Quail, 150

Rabbits, 700 500

Turkeys, Cock, catty 700 655

Hen, 500 450

Bombay Ducks, new per hundred 350 300

Bream, catty 70 60

Codfish, Salt, lb. 160 150

Crabs, catty 300 90

Cattle Fish, 110 90

Dace, 90 70

Kels, Congor, 90 80

Yellow, 140 120

File Fish, 90 80

Fresh Fish, Large, 110 100

Small, 80 70

Frog, 160 150

Garoupe, 220 180

Herrings, 1